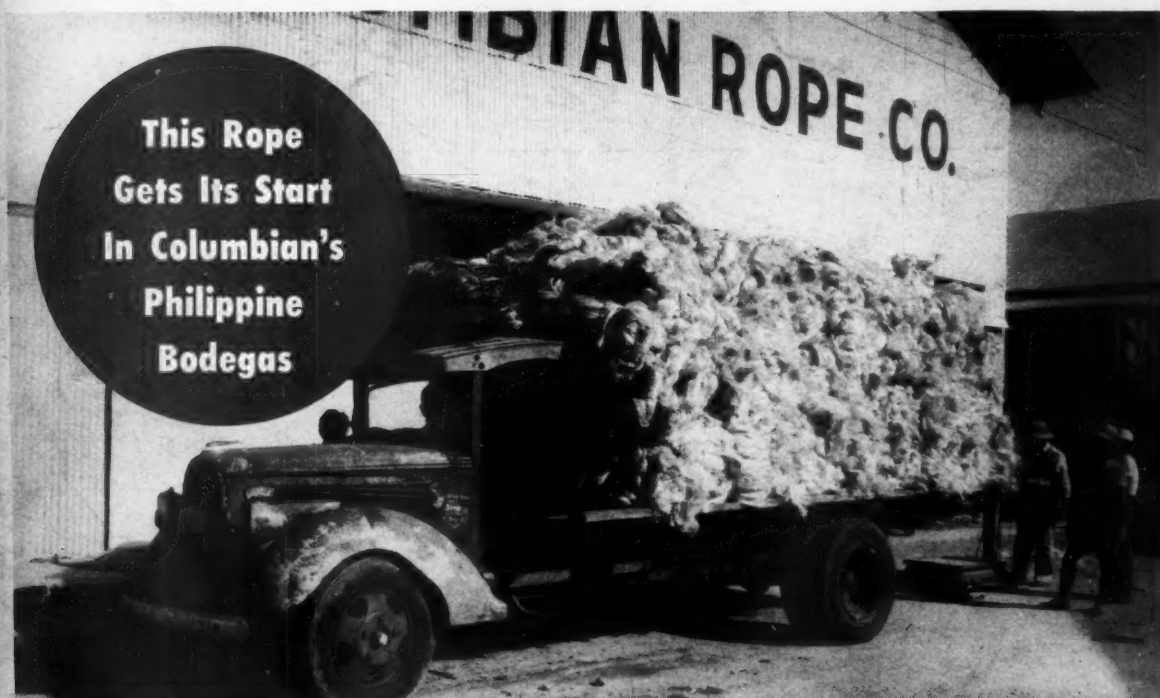


DEC 3 2 1948

ATLANTIC FISHERMAN

DECEMBER, 1948



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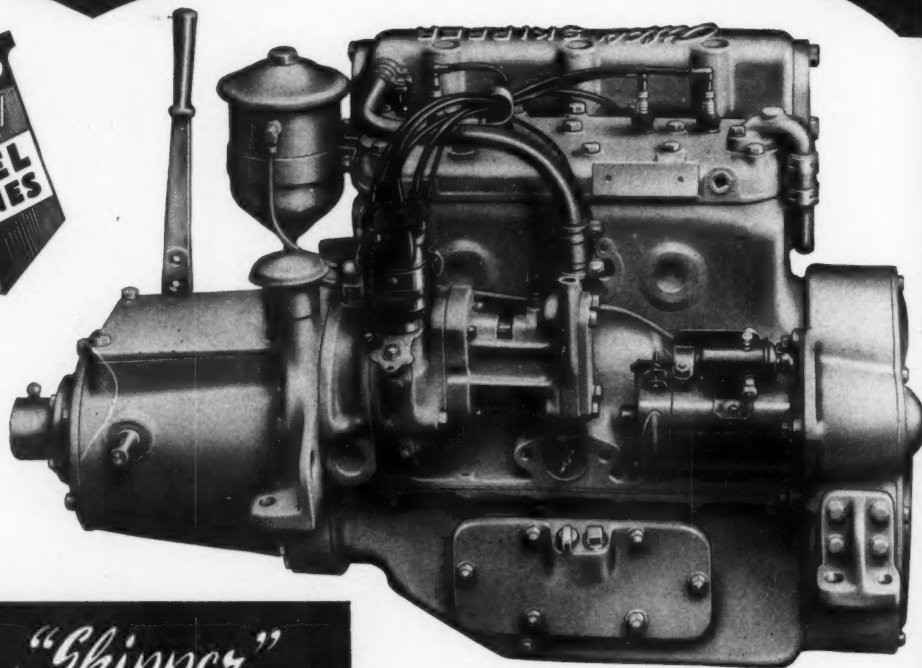
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DECEMBER 1948

NO. 11

Cooperative Agreements Would Limit Fish Imports

The growing imports of groundfish fillets continue to be of concern to the New England fisheries. Thus far, strong demand for fish and good prices for domestic catches have tended to minimize the effects of imports.

A warning of increasing foreign competition for the Maine fishing industry has been sounded by Sea and Shore Fisheries Commissioner Richard E. Reed who recently returned from a fact-finding trip to Nova Scotia, Newfoundland and the French islands of St. Pierre and Miquelon.

Expressing urgent need for some form of Federal protection for American fishermen, Reed said that Canada and the other places he visited were just beginning to develop their fishery resources in earnest. He further suggested that efforts to reach cooperative agreements with the competing countries might be the answer.

Reed told of rapidly expanding processing plants, modernization of the fishing fleets and development of virgin fishing grounds. He predicted that exports of cheaply produced seafood products to this country, which have increased steadily since the war, would soon reach overwhelming proportions unless something is done to curb them.

"We must either have protection or greatly increase this country's per capita consumption of fish products, if our fishermen are going to be able to maintain their expensive equipment and a reasonable standard of living," Reed stated.

Describing Government subsidies to the industry Reed said that Canada made it possible for a man to get into the fish business on a large scale with a small investment. "Ottawa will virtually finance the plant or boat and give the operator many interest-free years to pay off the debt."

He stated that practically every small port had modern docking and harbor facilities provided by the Government, and that everything possible was being done to encourage greater utilization of the ocean resources.

"Newfoundland is a great fishing giant that is just awakening and will really begin to develop when it joins Canada as the eleventh Province," Reed said. He observed that the French islands were also getting ready to jump on the band wagon, and were offering attractive inducements for capital to come in and develop their abundant fishing grounds.

"This problem affects practically every species that we produce, and especially our lobster and groundfishing activities," he said.

On a flight around Newfoundland, Reed observed vast areas of lobster bottom that had never been seen a trap, and predicts that once the collecting, holding and transportation difficulties are overcome, the production will be tremendously increased.

Commissioner Reed's suggestion for cooperative agreements with competing countries is worthy of consideration. With present thinking of our Government being in the direction of minimum trade barriers, the possibility of increasing import duties on fish may be remote. However, it might be possible to work out a quota system which would limit fish imports to a certain percentage of the United States production. Some action should be taken to protect the market for domestic catches against the inroads of subsidized foreign production.

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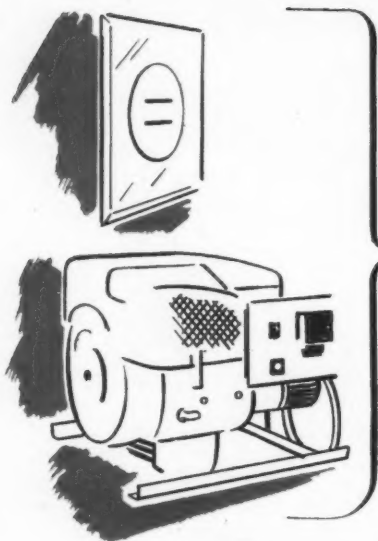
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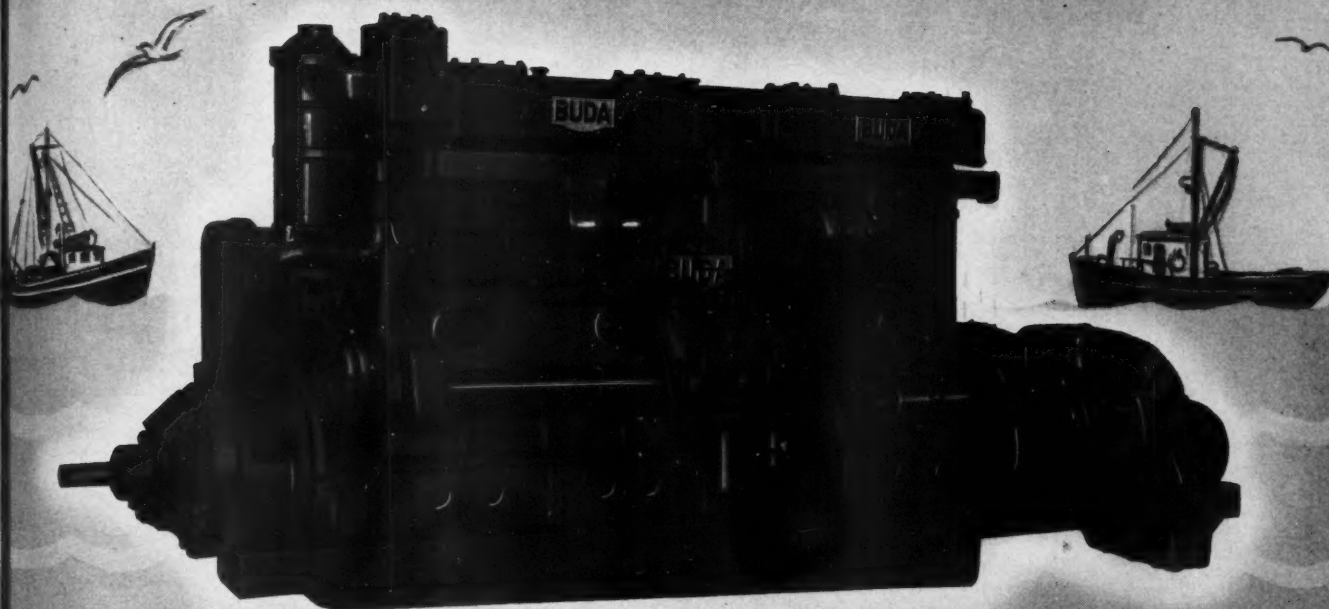
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Sounding-Lead

TRANSPORTATION RATES—A recent order by the Interstate Commerce Commission suspends the Railway Express Agency's proposal to increase icing charges on fish and shellfish by 25% until June 21, 1949, or until the Commission, prior to June 21, completes a hearing on the matter and makes a decision. A hearing on the case was scheduled for January 6 at Washington, but has been postponed and now will be held in Chicago.

Oral arguments were heard by the I.C.C. in Washington on December 8 and 9 on proceedings which involve an 8% interim increase in freight rates. James K. Knudson, chief counsel of Agriculture's Transportation Division, spoke for the fishing industry.

The 8% increase, if granted in its entirety, would amount to \$6,126,000 per year to the commercial fisheries. Regional hearings are to be held for consideration of the total 13% increase requested by the railroad, which includes the 8% that was asked for immediately plus a general freight increase of 5%.

FIEDLER TO ECA—Reginald H. Fiedler, who has been associated with a private concern on the West Coast, will join the ECA staff in Paris soon to take charge of fisheries work. During the early part of the war, Fiedler was associated with the Fish and Wildlife Service, later joining the Foreign Economic Administration. From the latter, he became a commissioned officer in the Army and was assigned to fishery problems under General MacArthur with headquarters in Japan.

REDFISH PRODUCTION—Landings of redfish at New England ports during the first nine months of 1948 were the largest in history and exceeded the record catch of 180 million lbs. made during the entire twelve months of 1946. Production of redfish has shown phenomenal growth, this species having been of only slight economic importance prior to 1933. In recent years the catch of redfish has exceeded that of any other food fish on the Atlantic Coast.

NORTH ATLANTIC TREATY—Edward Castleman, representative of the U. S. State Department, who is touring the Northeast to confer with State and fishing industry leaders concerning the proposed fisheries conservation treaty for the Northwest Atlantic, was in Rhode Island December 7. Castleman was accompanied by Dr. Hilary J. Deason of the Fish and Wildlife Service, and Wayne D. Heydecker, secretary-treasurer of the Atlantic States Marine Fisheries Commission, which is backing the proposed treaty. The State Department representative already has talked with officials in New York and Connecticut, and planned to go to Massachusetts and Maine from Rhode Island. Castleman said that he had found general agreement on the terms of the proposed treaty.

FILLET IMPORTS—Imports of cod, haddock, hake, pollock, cusk and rosefish fillets during October amounted to 6,234,828 lbs.—8% less than in October, 1947. The major portion of the decline was accounted for by reduced receipts of fillets from Iceland. In October, 1948, imports from that country amounted to 257,054 lbs., compared with 1,516,160 lbs. in October, 1947.

Total imports of fillets during the first ten months of 1948 amounted to 46,556,806 lbs., and showed an increase of 70% over imports for the same period last year, and a gain of 7% over receipts during the first ten months of 1946.

Experimental shipments of Norwegian frozen fish fillets in cellophane-wrapped pound packages have met with success in the mid-western United States, according to reports by Norwegian fish exporters and the Royal Norwegian Information Service. Preliminary shipments sent early this Spring were followed by 200 tons of packaged cod, haddock, and assorted types later in the year. Present plans anticipate sizable shipments of Norwegian frozen fish to the United States early in 1949.

Belgium has a new fillet plant and freezer facilities at Ostend which she expects to have in operation by January 1, and plans to market her higher-priced fillets (flounder and plaice) in the United States. Belgium already has the refrigerated ships with

which to make delivery. Less costly species are to be marketed in the Belgian Congo.

One million lbs. of fish fillets which were shipped from Iceland to New York recently could not be unloaded because of the longshoremen's strike at the time, and were sent to Halifax, N. S. However, these ultimately will reach markets in the United States. Imports from Iceland and other producing countries are reported to be causing concern in the domestic fishing industry.

Japan is beginning to export fish for the first time since 1939.

PER CAPITA CONSUMPTION—Per capita fish consumption by civilians for the year 1948, as estimated by the Bureau of Agricultural Economics, was 11 lbs., which was a 2% increase over figures for 1947 but a 1% decline from the prewar (1935-39) average. Fresh and frozen fish consumption for 1948 was estimated at 6.5 lbs. per capita, and showed a 5% gain over 1947 and a 23% increase over the prewar average. However, canned and cured fish consumption, which was 4.5 lbs., declined 2% from 1947 and 22% from the prewar average.

FAO CONFERENCE—Fishery representatives of fifteen nations and one delegate from the Supreme Command, Allied Powers, were present in Washington at the Fourth International FAO Conference, which began on November 15. Among the subjects considered were standards for fisheries products and the establishment of regional councils. Approximately \$250,000 has been recommended for FAO fisheries work in the year 1949.

Members, advisers and experts on fisheries from the United States who attended the conference were as follows: A. W. Anderson, Fish and Wildlife Service; W. M. Chapman, State Department; Edward W. Allen of the Halibut and Sockeye Salmon Commissions; Congressman S. O. Bland; Charles E. Jackson, National Fisheries Institute; and Charles R. Carry, National Cannery Association.

CANNED FISH INSPECTION—By amendments to the regulations governing the inspection of canned fish and shellfish and the operations of canneries, under the authority of the Meat and Canned Foods Act, the Canadian Department of Fisheries has obtained authority to enforce compulsory inspection of canned fish and shellfish in Quebec, New Brunswick, Nova Scotia, and Prince Edward Island.

The regulations establish higher standards to be met by canneries before they are allowed to operate, more rigid rules regarding products on which grades already have been established, and new standards for canned products not previously graded.

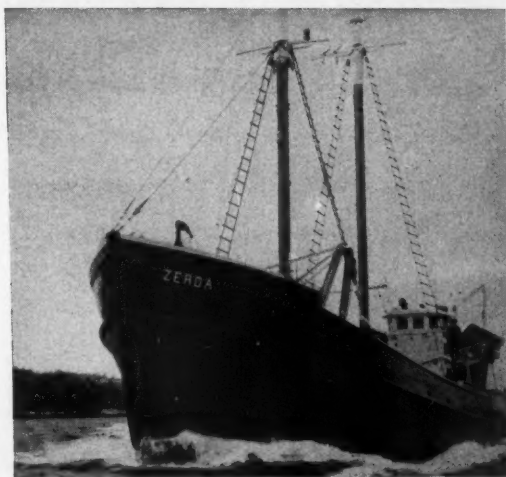
TRAWLERS FOR GERMANY—A few months ago the Department of the Army was to have purchased about a dozen fishing trawlers for Bi-Zone Germany, but the program finally was abandoned. Now it is reported that the matter has come up again, and that on November 2 the Economic Cooperation Administration approved a loan of \$5,000,000 to purchase approximately 12 used fishing trawlers from New England's fishing fleet.

FISHERIES EXHIBIT—In cooperation with the fishing industry and trade associations, the Fish and Wildlife Service presented a fisheries educational exhibit at the Southeastern Regional Restaurant Convention and Exposition, held in Washington, D. C. from November 29 to December 2 and attended by approximately 5,000 people. The menu at the convention banquet featured fish throughout the several courses.

The fisheries exhibit, prepared by the Service's Branch of Commercial Fisheries, included lobsters and scallops from New England; striped bass and oysters from the Middle and South Atlantic States; shrimp and red snapper from the Gulf; whitefish from the Great Lakes; and halibut and salmon from the Pacific Coast. Representative types of canned and frozen fishery products were displayed, and literature on the production, processing, and distribution of fishery products and the food value of fish and shellfish, was distributed. A demonstration on the methods of cooking the various forms of fish and the most appetizing ways to serve them was put on by the Service's home economists.

Surrette

EXTRA HEAVY DUTY MARINE BATTERIES



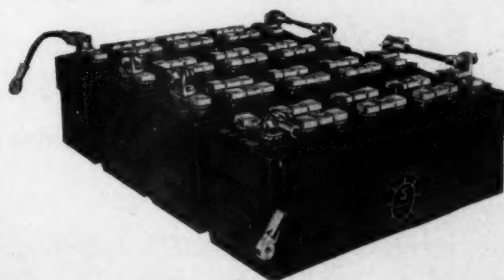
Installed on Newfoundland Dragger "Zerda"

The new 97' 6" dragger "ZERDA" is owned by Fishery Products, Ltd., one of the largest fresh fish producers in Newfoundland, with headquarters at St. John's. Built by Bristol Yacht Building Co., So. Bristol, Maine, the vessel has the best and most modern equipment. Surrette Special Service Marine Batteries were chosen, comprising fourteen HHG-25, 8-volt, 25-plate units, furnishing 112 volts with 226 ampere hours capacity.

Surrette HHG Special Service Marine Batteries are available in a range of sizes from 95 to 283 Amp. Hr. at the 8 Hr. rate in both 32 and 110 volts.

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Yearly fuel costs for a Cummins-powered ferryboat are \$1063.73 less than the fuel costs of a similar ferryboat used on the same job but powered by another make of diesel. That's because the Cummins-powered ferryboat operates on three gallons of diesel fuel per hour, against six gallons per hour for the other diesel.
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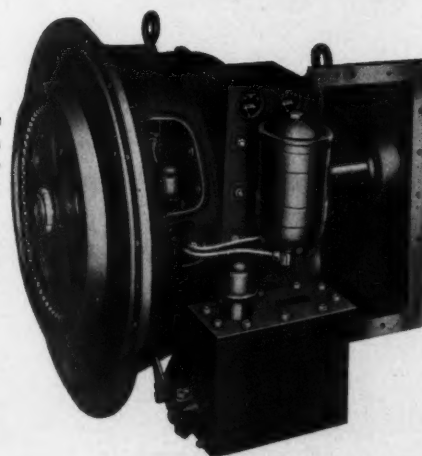
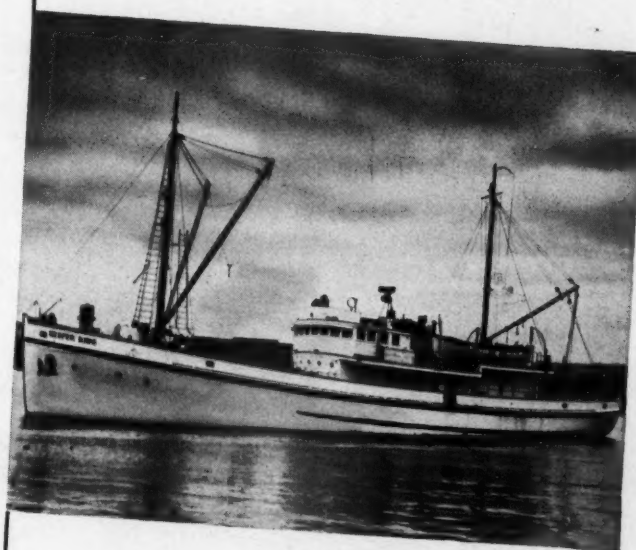
Latest on the list of Hydraulic Torque Converter-equipped boats is the 148-foot *Reefer King*, a converted army freighter rigged as a stern-set trawler and fishing in Alaskan waters. Its Twin Disc Torque Converter transmits power from a Cummins Diesel to the Western Gear Works winch which handles the otter trawl.

The Torque Converter automatically speeds up or slows down to maintain the line tension determined by the engine throttle setting . . . absorbs shocks occasioned by fouled nets.

Twin Disc Hydraulic Torque Converters can be furnished to meet the requirements of any trawler, dragger or seine winch drive. For complete Converter information, write the Hydraulic Division for Bulletin 135-C. TWIN DISC CLUTCH COMPANY, Racine, Wisconsin (Hydraulic Division, Rockford, Illinois).

Above: The *Reefer King*, a 148-foot stern-set trawler, is one of the latest West Coast boats to be equipped with the Twin Disc Hydraulic Torque Converter winch drive. The drive provides great flexibility for the varying loads of dragging and net lifting.

Right: Twin Disc Hydraulic Torque Converter (Lysholm-Smith type).



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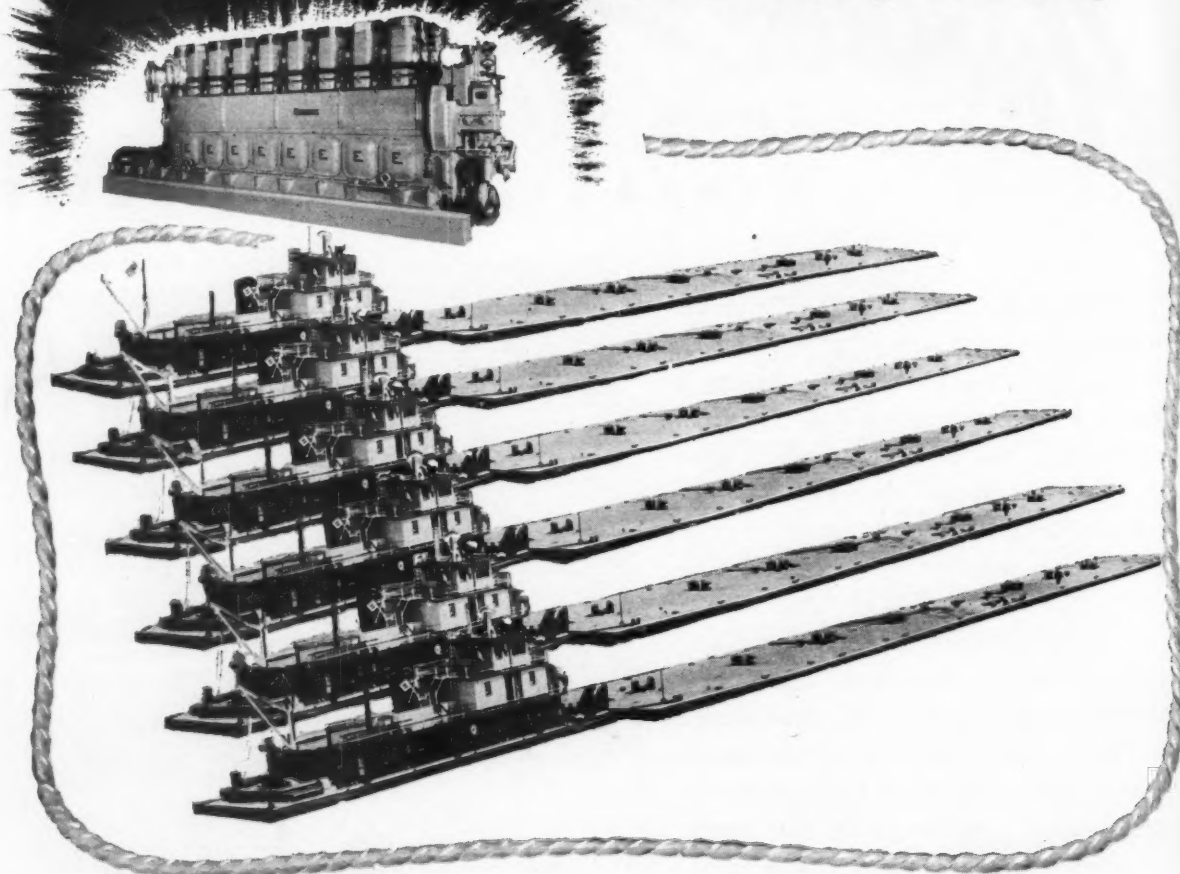
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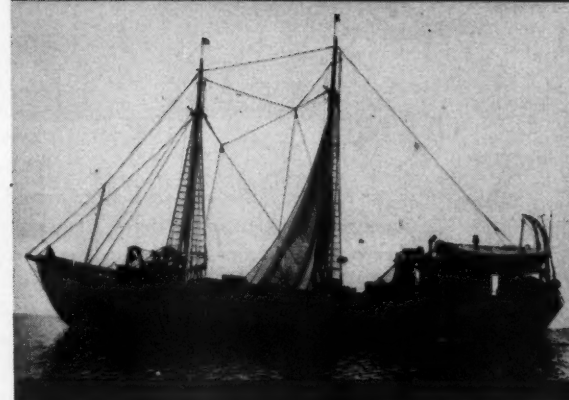
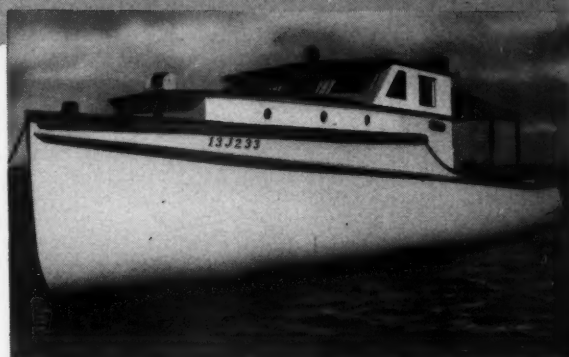
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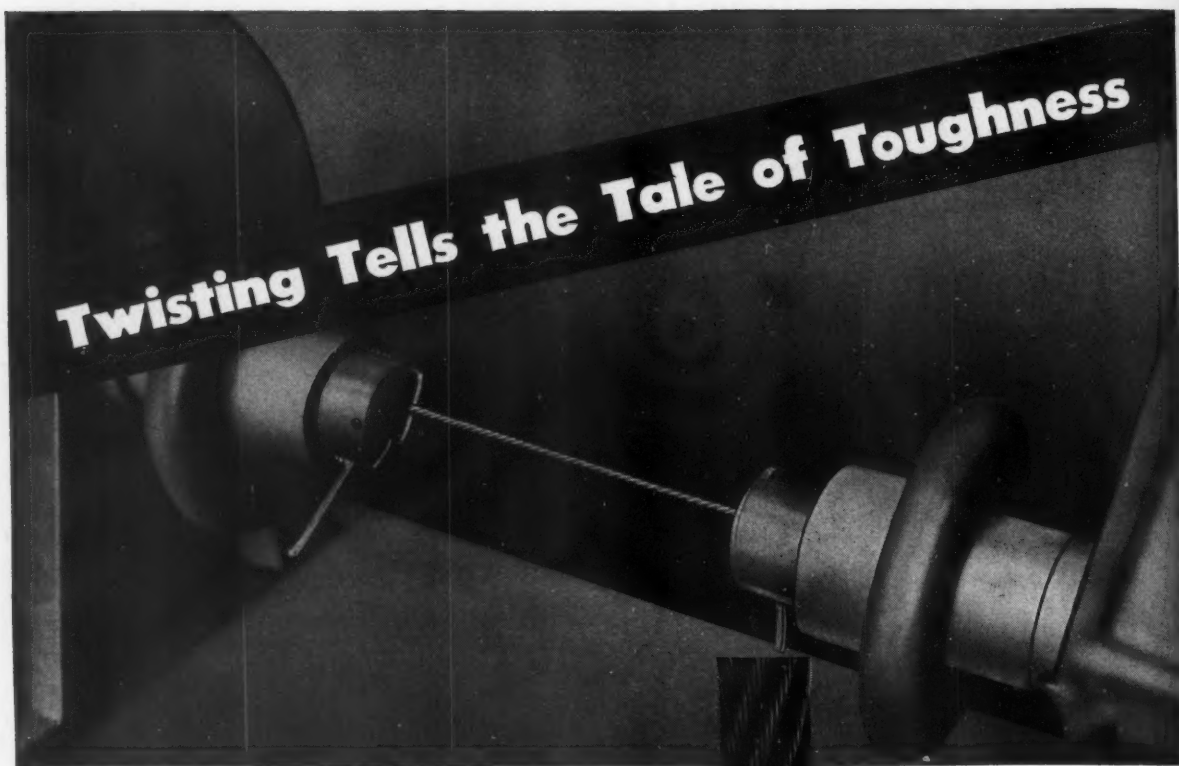
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International Fisheries Commission Proposed

Washington Conference to Consider Agreement to Develop and Protect Northwest Atlantic Grounds

A CONFERENCE for considering the establishment of an International Commission for the Northwest Atlantic Fisheries will be held in Washington on January 26, 1949. According to the Department of State, the meeting will be devoted to discussing the development of means for formal international cooperation in the investigation and, where necessary, the conservation of fishery resources.

As a result of an informal approach to various governments to determine the extent of current international interest in the fisheries of the Northwest Atlantic, invitations to participate at the January Conference have been issued to the following countries: Canada, Denmark, France, Iceland, Italy, Newfoundland, Norway, Portugal, Spain, and United Kingdom.

Following consultations with interested States and the New England fishing industry, the United States Government has prepared a draft convention for use as a basis for discussion at the conference.

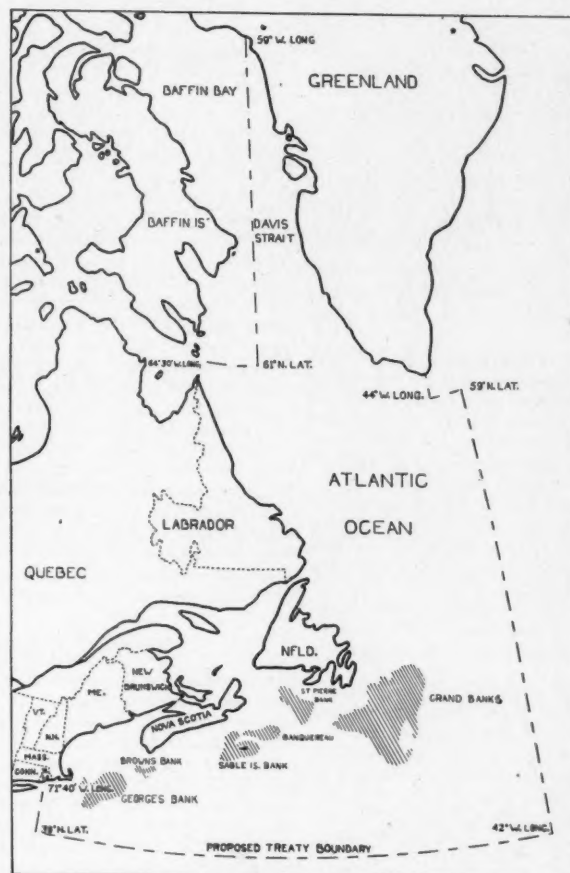
The convention proposes to make the following species of fish subject to regulation: cod, halibut, haddock, redfish, white hake, red hake, pollock and cusk.

The Commission would be empowered to make necessary investigations of aquatic life, collect and analyze statistical information, study and appraise methods for maintaining and increasing stocks of fish, and conduct fishing operations for purposes of scientific investigation.

Under provisions of the convention, panels of the Commission having jurisdiction over various sub-areas, could adopt regulations which would establish open and closed seasons, close waters found to be spawning areas or to be populated by small immature fish, set size limits for fish, control specifications of fishing gear and provide an over-all conservation catch limit for any species.

Proposed Treaty Boundary

The area to which the Convention applies would include waters, except territorial waters, bounded by a line beginning at a point on the coast of Rhode Island in $71^{\circ}40'$ west longitude; thence due south to $39^{\circ}00'$ north latitude; thence due east to $42^{\circ}00'$ west longitude; thence due north to $59^{\circ}00'$ north latitude; thence due west to $44^{\circ}00'$ west longitude; thence due north to the coast of Greenland; thence along the west coast of Greenland $59^{\circ}00'$ west longitude; thence due south to $61^{\circ}00'$ north latitude; thence due west to $64^{\circ}30'$ west longitude; thence due south to the coast of Labrador; thence in a southerly direction along the coast of Labrador to the southern terminus of its boundary with Quebec; thence in a westerly direction along the coast of Quebec, and in an easterly and southerly direction along the coasts of New Brunswick, Nova Scotia, and



Proposed treaty boundary in Northwest Atlantic area where fisheries would be protected by International agreement.

Cape Breton Island to Cabot Strait; thence along the coasts of Cape Breton Island, Nova Scotia, New Brunswick, Maine, New Hampshire, Massachusetts, and Rhode Island to the point of beginning.

In its consideration of the need for international cooperative action, the United States has been particularly interested in the condition of those species in the Northwest Atlantic area utilized by the otter trawl fishery. At the present time, the stocks of bottom-living fishes on the New England Banks are at a relatively low average level of abundance.

Supply of Haddock, Redfish and Cod

The abundance of marketable sized haddock is now at an all time low. In an effort to continue bringing in haddock to satisfy the large demand, the industry has been forced to resort to fishing for immature and baby fish. This development is extremely unfortunate, for although admittedly it is increasing the present catch to a certain extent, it is seriously decreasing the potential production of this fishery.

Fishing for rosefish has been very heavy in recent years, and the abundance of this fish has been gradually reduced to the point where United States vessels have to steam much farther

from port in order to find commercial quantities. Up to 5 years ago, the bulk of the catch of rosefish was taken within 150 miles of Gloucester and Boston, in the Gulf of Maine and South Channel. Now many vessels are forced to travel to Sable Island and Banquero Bank, 500-600 miles from port in order to return with a pay-load.

The catches of cod from the New England Banks are likewise reduced and accordingly an increasing number of lengthy trips to the Nova Scotian Banks have become necessary.

The effects of the scarcity of groundfish on the New England Banks has not been fully realized because of the high prices being paid for fish since the end of the war. Should a more bountiful supply of meat cause the price of fish to drop, the value of the United States groundfish landings, if they remain at the present level, may be so small as to have a serious financial effect upon the domestic industry.

The United States otter trawl fleet is at present larger than at any other time in history and, with protein food so much in demand, indications are that it will become even larger. In addition, the fleets of many foreign countries are rapidly expanding operations in an attempt to satisfy the great world food demand. The North Sea and other important European fishing areas have apparently become depleted to such an extent that they produce only a fraction of former poundages. It is possible that the de-

(Continued on page 39)

New Fishery Law Suits Reviewed

By Leo T. Parker, Attorney at Law

LEGAL controversies often are unavoidable, while on the other hand, litigation may be unnecessary if both parties become familiar with court decisions rendered in previous similar cases. Therefore, we are offering a brief review of the causes and consequences of a few important cases recently decided by the higher courts. Those interested in further information on a particular case may identify it and read the complete decision in any good library by referring to the citation.

Authority of Public Officials

It is well established law that public officials have no authority except that specifically granted by valid laws. Recently a higher court held that although a public official has authority to reserve public lands he is not empowered to reserve ocean lands below the low water mark.

For example, in *Hynes v. Grimes Packing Co.*, 165 Fed. (2d) 323, the testimony showed facts, as follows: The 30,000 Alaska Indians live at the mouths of streams into which run the salmon seeking to spawn. Prior to the coming of the canning and packing plants, the Indians smoked the salmon for Winter use. Over a half century ago American canning enterprises began to supply the world with these salmon processed in cans.

Later a United States statute was passed which authorized the Secretary of the Interior to reserve public lands for Alaska Indian tribes. The Grimes Packing Co. sued the Department of the Interior, and asked the court to prevent it from enforcing certain restrictive provisions of the statute.

This court held that such a law does not give the Department authority to reserve ocean waters extending 3,000' seaward from the shore line at mean low tide as part of reservation for the Karluk Indians.

For comparison, see *Alaska Pacific Fisheries v. United States*, 248 U. S. 78. Here the Supreme Court of the United States held that under a United States statute specifically creating a reservation including the fishing grounds in the adjacent navigable waters this law prevented the public from fishing in waters in an area extending 3,000' from the shore line.

Also, see *Borax, Ltd. v. Los Angeles*, 296 U. S. 10. The Supreme Court of the United States held that the term public lands does not include tidelands.

Damages and Compensation

Considerable discussion has arisen from time to time over the legal question: If an employee on a fishing boat is injured on the boat can he sue for damages, and can the employee also receive compensation under the Jones Act? First, it is important to know that the owner of the vessel on which the employee works is not always liable in damages for injuries to the employee if some other person or company caused the injury, although the vessel owner always is responsible for compensation for maintenance and cure.

For illustration, in *Thorneal v. Cape Company*, 74 N. E. (2d) 5, it was shown that a fisherman by trade was hired by the master of a fishing vessel to ice up the vessel with crushed ice supplied by the Cape Ice Co. The fisherman was injured while using an iron chute furnished by the ice Company to convey the ice into the hold of the vessel. At the upper end of the chute there was an iron bar attached to a pivot at each side of the chute in such a manner that the bar would swing around over the end of the chute as the bail of a pail swings over the top of the pail, except that, instead of extending around the end of the chute in a semicircular form, this bar was straight from side to side of the chute. The employee's fingers were caught between the bar and an angle iron which was bolted under the bottom of the chute and across its entire width at its upper end in order that the chute might be prevented from slipping from the cap log of the wharf or from the coamings of a hatchway. A defect in the clamp on the chute caused the injury.

The employee sued the ice Company for damages, because he was injured by the defective chute furnished by that firm.

The lower court held that the employee need not accept compensation from the owner of the fishing vessel but could sue the ice Company for damages in the State court. The State court held the ice Company liable in heavy damages, saying: "The chute was in a dangerous and defective condition and was unsuitable for the safe and proper performance of the work. The remedy sought is the recovery of damages, the State court is competent to give that remedy."

With respect to the Jones Act this court said that the basis of liability under the Jones Act is negligence. This is so because this Act provides remedies stated in the Federal Employers' Liability Act.

Also, with respect to whether an employee on a fishing vessel must accept compensation instead of suing for damages, it is well to know that recent decisions of the Supreme Court of the United States hold that the remedies under the compensation act are intended to weaken the clause giving the rights to employees to sue for damages in instances which the employer has failed to secure payment of compensation. See *Norton v. Warner Company*, 321 U. S. 565; and *Swanson v. Marra Brothers, Inc.*, 328 U. S. 1.

Also, this court held that the injured employee could recover, in addition to damages payable by the ice Company, compensation during the time he was unable to work under the Jones Act for maintenance and cure. This court said: "In the maritime law, liability for maintenance and cure, as it is commonly called, arises both historically and rationally out of the peculiar situation of a sailor on a vessel. It extends beyond accidents connected with the employment and includes injuries and sickness having no relation to any fault of the employer or any deficiency of the vessel."

Injurious Sympathy Strike Illegal

According to a recent higher court members of a union cannot perform acts designed to simultaneously injure their employer and assist members of another union who are striking for a closed shop.

For example, in *Davis Bros. Fisheries Co., Inc. v. Pimentel*, 78 N. E. (2d) 93, the Davis Bros. Fisheries Co., engaged in canning fish, sued the officers and members of two unions: The Sea Food Workers' Union, called the workers' union, and the Atlantic Fishermen's Union, called the fishermen's union. The workers' union's members are employed in processing and canning fish. The fishermen's union's workmen constitute the crews of fishing boats.

In subsequent litigation the higher court held that the members of the fishermen's union could lawfully refuse to deliver fish to the cannery of the Davis Brothers Fisheries Co., but their refusal to deliver fish for the purpose of injuring the Company and assisting the seafood workers union which was striking for a closed shop was illegal and could be stopped by a court injunction.

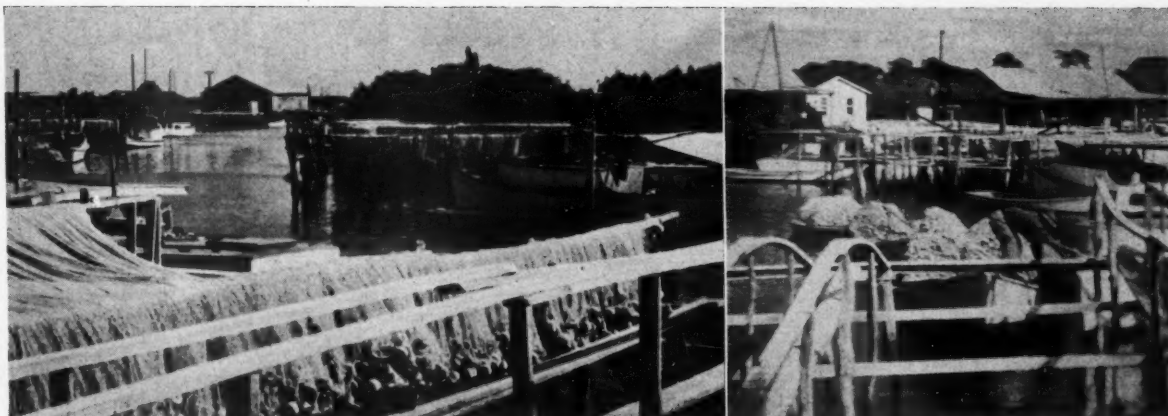
Arbitrary Discrimination

Under no circumstances is a law valid which safeguards fish and at the same time discriminates between persons, firms or corporations.

For example, in *State v. Glidden Co.*, 46 S. E. (2d) 860, a State law was litigated which provides: "It shall be unlawful to discharge or to cause or permit to be discharged into the waters of the State any deleterious or poisonous substance or substances inimical to the fishes inhabiting the said water." The law further states that it is not applicable to corporations chartered before the 4th day of March, 1915. The higher court held the law void, saying:

"The statute gives corporations chartered before 1915 a monopoly of the activities which it denounces as offensive. Any classification or discrimination must not be arbitrary or unreasonable."

Hence it is well settled law that a fish protective law is void which is discriminatory to persons pursuing or engaged in the same calling, profession, or business under the same or like conditions or circumstances.



Scenes on Clam Bayou at Gulf Port, Fla. Left, some of the many town-owned net drying racks with the Mann Seafood establishment in the background. Right, a boat towing trailers loaded with mullet seines.

Utilizing Texas' Mullet Resource

By J. L. Baughman

MULLET, which before the "red tide", accounted for 50,000,000 lbs. a year of Florida's fish production, have always been one of the neglected fish of Texas and, with the exception of a few years during the war, there has never been any appreciable production in that State.

However, at that time, Crawford Packing Co. of Palacios was able to produce and market a sizable poundage of this fish. Production figures for the years 1936-47, inclusive, show wide variations throughout the period, ranging from no catches at all in 1937-38 and 1939-40 to 95,347 lbs. in 1944-45. A total of 5,959 lbs. of mullet was produced in 1936-37 and between the two seasons in which the fishery was not prosecuted a negligible catch of 358 lbs. was recorded for 1938-39. Beginning in 1940-41 with 6,552 lbs. of mullet landed, activity within the fishery took a definite change of pace. The following season, production was about the same with 6,570 lbs. But in 1942-43 landings leaped to 49,575 lbs. and during the two succeeding years continued to increase with the poundages totalling 61,521 and 95,347 respectively.

With the war's end and a drop in demand as well as the inability of the fishing companies to keep men who knew how to fish mullet, 1945-46 accounted for only 2,359 lbs. and 1946-47 for 3,189 lbs. Last season, however, a new fishery was opened in Laguna Madre and production again picked up to 38,892 lbs. All landings of mullet for the 12-year period of 1936-47, inclusive amounted to 270,322 lbs. Like the menhaden, mullet is an extremely abundant fish in Texas waters, and probably would produce from 4,000,000 to 6,000,000 lbs. a year, if the fishery were actively prosecuted.

Renewed Fishing Effort

Within the past year, however, mullet production has again started on a large scale in Texas, this time largely due to the efforts of Bob Combs, owner of Combs Fish Co. in Naples, Fla. Due to the tremendous drop in mullet production occasioned by the Florida "red tide", Mr. Combs has been forced far afield to supply his market and he believes that Texas can furnish the needed production.

Operations started late in August and in four days, a crew of four men, under the direction of Combs and a crewman brought along from Florida, caught 20,000 lbs. of marketable mullet.

In practice, the four-man crew goes out on the 30' "scow", as they call the market boat in Florida. It carries ice for packing down the catch and transports the crew out to the "morgans" or skiffs used to run the nets.

In general, mullet are taken for market by the use of nets of 1½" mesh, and in open water, two skiffs are used when a

school is sighted, the school being encircled with two nets, the ends of which are joined before the fish are stampeded into them. A variation of this method is the use of haul seines, by which advantage is taken of the mullet's habit of following the shore. When the jumping of fish in the school gives evidence of their presence, one of the seines is planted near the shore, and the school, which may be traveling at the rate of two or three miles per hour, is encircled.

Processing the Catch

Once the catch has been made and loaded, the skiffs are left anchored at the fishing site, to save time and trouble, and scow and crew proceed to the fish house. Here the mullet are unloaded and dressed. They are headed, gutted and partially split, under the Combs method, and then spread flat with the back as the center of the spread.

The dressed fish then are placed in brine troughs, where they remain for 48 hours in a strong brine solution. At the end of the pickling process, the treated product is packed in 50-pound cans, and is ready for shipment.

After the brining process, it is stated that the mullet will keep in perfect condition for at least 30 days without either ice or refrigeration in Summer, and even longer in cool weather. Moreover, it stands handling and shipment perfectly. This is a good merchandising factor, for a dealer may thus carry an ample stock on hand without danger of spoilage before he can dispose of it.

The main market is Alabama, and the fish are shipped by truck to distribution points in that State. However, other southern States are good mullet markets, Georgia particularly, and Combs is shipping a good deal of fresh undressed mullet to North Carolina.

Texas mullet are, according to him, generally smaller than Florida fish, the Texas product running around ¾ lb. each as against 1¼ to 2 lbs. for those from the eastern State. However, this smaller size may prove to be a merchandising advantage.

An interesting feature of the fishery, and one stressed by Combs and Roy Wait, of the Southern Fish Co. at Port Isabel (through whose fish house the mullet are passing), is the fact that Combs did not bring a crew with him from Florida. The only man who came with him is Norman Sontine, who has charge of the four-man crew, and is teaching Texas fishermen the Florida method of mullet fishing.

It is Combs' intention, he says, to train several crews, so that as the mullet fishery develops, there will be local men available to catch the fish. He believes, if the mullet industry is to be developed to its ultimate possibilities in Texas, that this is the only way to do it, and that a lot of fishermen must learn the technique of mullet fishing in order to secure sufficient production.

Seed Oyster Grounds Need Development

Would Aid in Increasing Productivity of Industry*

IT is a well established fact that a high level of productivity of shellfish bottoms can be maintained only through the application of well developed and sound principles of cultivation or oyster farming. Natural oyster grounds are the most suitable bottoms for the cultivation of oysters. Virtually in all the States these bottoms are classified as public grounds and open to tongers or dredgers. In the majority of the oyster-producing States no sustained efforts are being made for the rehabilitation of public grounds and consequently the largest portion of them become nonproductive; yet these grounds, still listed as public rocks, cannot be leased to private growers and are useless to the fishery.

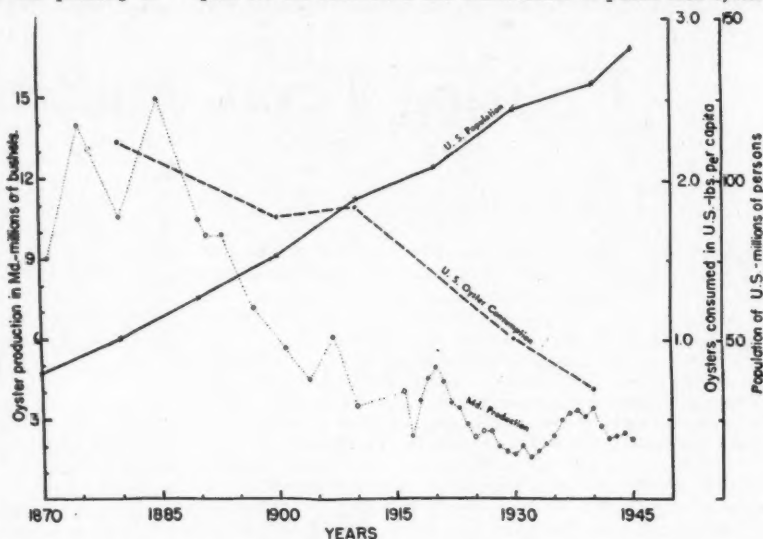
In the few coastal States where rehabilitation of oyster bottoms has been attempted, it was limited to the planting of shells or seed. In many instances the results were unsatisfactory because of the lack of technical knowledge in oyster cultural methods or wastefulness in conducting planting operations. In a few cases where planting was successful, the rehabilitated bars were depleted almost as soon as they were open to fishermen because no control was exercised over the harvesting of the oysters. From a national point of view it is immaterial whether the cultivation of oysters is conducted by the State Governments or by private industry. The essential fact is that the supply of oysters on the grounds open to commercial fishery cannot be maintained by natural propagation alone. Planting of seed, control of enemies, and regulation of harvesting are needed to maintain the productivity of these grounds. Restrictions, such as closed seasons, limitation on the type of gear used, and similar measures applied to the bottoms open to dredging are not sufficient because, even with these, with a few exceptions, the rate of propagation on natural rocks is too slow and cannot replenish the stock removed by commercial fishing. The greatest danger is that overfishing with lack of cultivation will deplete the grounds beyond the possibility of their restoration.

Public Ground Restoration Costly

Since State Governments have exclusive jurisdiction over their respective oyster grounds, each state must decide whether it should initiate its own plan of rehabilitation and management or release the grounds to private oyster farming. Observations and experiments conducted during the past four years by the Fish and Wildlife Service in the Chesapeake Bay show that, from a purely technical point of view, the State management of oyster grounds, which is the principal method for restoring the productivity of oyster bottoms, is sound and feasible. The execution of a State plan requires, however, a large investment of capital, an amount far exceeding the public funds available for this purpose to the State Governments. On the basis of prices prevailing during the past year, \$150.00 must be considered as the minimum cost of planting one acre of public ground with seed oysters. To restore many thousands of acres of depleted bottoms would require, therefore, a capital investment of many million dollars. For several years the State of Maryland has tried the State management plan with only partial success. Greater accomplishments were not obtained since the capital needed for the rehabilitation of public oyster rocks far exceeds the money available to the State for that purpose.

Instead of going into the business of producing oysters for

the market it appears more practical for the State Government to direct its efforts to the development and improvement of seed oyster grounds from which small oysters can be taken by individual planters. Insufficient seed is the principal difficulty of the shellfish industry. There are only a few places along our coast where nature provides conditions favorable to the production of young oysters. Unfortunately, most of these places are located in the harbors, bays, or in the mouths of rivers, close to centers of industrial development, and, therefore, subject to industrial and domestic pollution. It is the duty of State Governments to protect these grounds from further destruction and to increase their productivity. If the funds available to various States for the rehabilitation of shellfish bottoms be spent for the restoration and maintenance of public seed-oyster



Maryland oyster production from 1870 to 1945.

grounds, the money will be used in a most effective and advantageous manner.

For many years the oyster industry of the entire Chesapeake Bay was dependent on seed oysters obtained from the James River. At present the productivity of the James River grounds has diminished to such an extent that the State of Virginia has been forced to impose severe restrictions on the planting of this seed outside of the State waters. We do not know for certain what particular conditions in the James River are primarily responsible for the high productivity of its seed oyster grounds. It is reasonable to assume that the salinity of the water, the runoff of the river, and the character of the bottom are the important factors. There may be, however, other conditions or factors which make the James River oyster rocks the most productive seed oyster area in the world.

There is a project of the Federal Government to regulate the flow of the James River by the construction of dams. Undoubtedly this project will be beneficial for controlling floods, but it is also obvious that it would materially change the present regime of the River. It is impossible to foresee whether these changes will be beneficial or destructive to seed oysters. The James River seed grounds are, at present, free of oyster drills, or screw borers, which are prevented from invading these bottoms by a low salinity. Slight increase in the concentration of salts, not exceeding two or more parts per thousand, would be sufficient to permit the drills to migrate from the mouth of the River upstream and invade the seed oyster area. This invasion would destroy the very foundation of the oyster industry in Virginia and of the Chesapeake Bay in general.

(Continued on page 43)

* A paper presented at a joint meeting of the North Atlantic, Middle Atlantic, and Chesapeake Bay Sections of the Atlantic States Marine Fisheries Commission in New York by Walter A. Chipman, Jr., U. S. Fish and Wildlife Service aquatic biologist.

Great Lakes Operators Ready For Winter Season

Commercial fishermen operating from their bases on Lakes Superior, Huron, and Michigan recently started the task of re-setting miles of gill nets to get into lake trout production before the Lakes become covered with ice. Fleets of fishing vessels from practically every fishing port bordering the Great Lakes were reported to be on the job during November.

In the southern end of Lake Michigan commercial fishermen have been concentrating on production of perch and chubs since the whitefish season closed November 5. They report that the trout supply is declining, and attribute this to the sea lamprey.

A dozen of Conneaut, Ohio's leading fishing operators had ended activity out of Conneaut harbor by the early part of December, thus closing the 1948 season. Although commercial fishing in Ohio does not end officially until December 20, unfavorable weather conditions and rough waters usually halt trap net fishing the latter part of November. One company operator reported the 1948 season was the best since 1945.

"Mary S." Lands Big Catch of Blue Pike

The *Mary S.*, owned and operated by the Dunkirk Fish Co., Dunkirk, N. Y., docked with close to 2,500 lbs. of good-sized blue pike recently, which was reported to be the largest catch of the year by a local Lake Erie commercial fishing boat. The *Gloria Mae* had 1,600 lbs. of the fish, and the *Henry N.*, 1,200 lbs., while other catches were in lower brackets.

The sudden upward trend, coming at the end of an unfavorable season, was viewed with the hope that the indicated large run of blue pike would continue long enough to partly compensate the fishermen for past poor fishing.

Heavy Herring Run Begins at Cornucopia

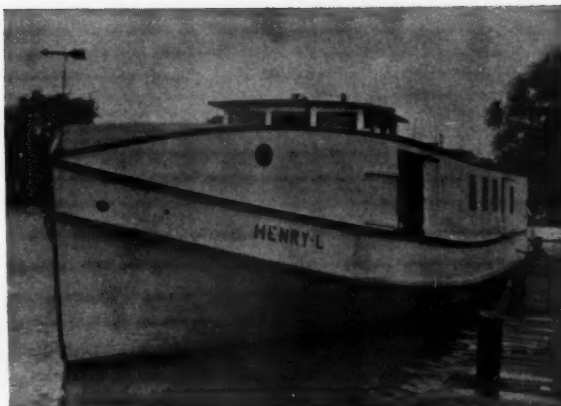
This year's herring run at Cornucopia, Wis. promises to be one of the heaviest in history, judging from early catches. Sixty-eight tons of the fish, which are fairly large this year, were brought in November 27, and 72 tons were landed the following day.

Opening of the herring season followed the northwest storm of November 18-20, which drove the herring down to the bottom to spawn. Nets were set from November 21 to 23, and the first lifts were made November 24.

Fisherman-Dealer Group Active

A group of commercial fishermen and wholesale fish dealers that is especially active is the Wisconsin Fish Dealers' Association, which has headquarters in Milwaukee and holds regular monthly meetings. The purpose of the organization is to provide trade information; to furnish an opportunity for the members to discuss their mutual problems and to receive legal advice on them; and to engage in cooperative advertising to stimulate the sale of seafoods in the State.

The executive secretary of the group, who looks out for the Association's interests especially as regards the promotion of legislation beneficial to the commercial fishing industry of the



The 50' tug "Henry L" owned by George B. Leidheiser, Vermilion, Ohio. She is equipped with a 150 hp. Gray gasoline engine, Michigan propeller, and Gold Medal nets made by Linen Thread Co.

State and the general public, is Attorney Ben G. Slater of Milwaukee. Other officers are: president, Walter Meier, Sr.; first vice-president, Arthur Swaer; second vice-president, Marcel Schwarz; and secretary, Harold Kutchera.

The membership consists of about 25 companies of commercial fishermen and wholesale fish dealers which operate throughout the State of Wisconsin.

Repairing, Repainting, Repowering

The fish tug *Al Shellswick*, named after her owner, was repaired and repainted, while the fish tug *Georon*, owned by the George Johnson Fish Co., was repowered with a Gray Marine engine recently at a Washington Island, Wis. shipyard. The craft fish out of Waukegan, Ill.

A new 70 hp. Kahlenberg Diesel recently was installed in the fish tug *Manville*, owned and operated by the Manville Fish Co., Two Rivers, Wis.

Reuben Nelson and his crew, commercial fishermen from Sturgeon Bay, Wis., are now operating out of Fayette, Mich.

William Westphal Retires

William Westphal, Two Rivers, Wis. commercial fisherman, retired recently because of ill health. Washington Island operators bought his fish tug *Ranger*, while Nels LeClair and Sons, owners of the fish tug *Theresa*, purchased the Westphal buildings and docks at Two Rivers.

Gets New All-Steel Trap Net Boat

George Shirkey of Standish, Mich. recently took delivery of a new 30' all-steel trap net boat which is powered by a 100 hp. Packard marine engine.

Fin-Clipped Trout Appearing in Catches

The Michigan Conservation Department reports that fin-clipped lake trout planted in Lake Michigan in 1944, 1945, and 1946 are appearing in commercial fishermen's takes. A reward of \$2 is paid by the Department for each trout returned. Thus far 108 rewards have been paid.

Securing Fish Food Problem of Hatcheries

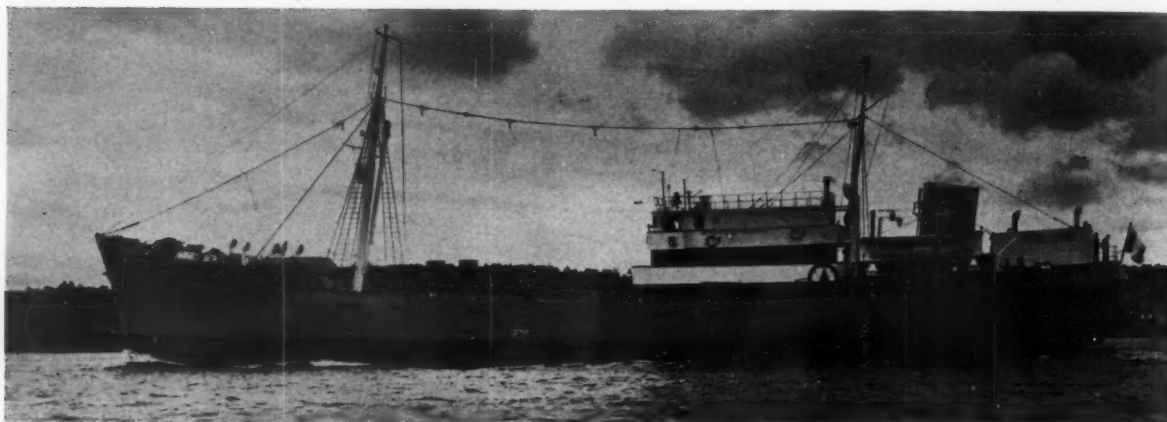
The biggest problem of the commercial lake trout hatcheries in the Great Lakes region is getting fish food. In recent years prices of inedible livers and sheep and pork melts have increased from 100 to 300%. Michigan hatcheries expect to use almost 2 million lbs. of fish food this year, or 50 carloads, costing more than \$150,000.

Chicago Oyster Receipts Show Increase

Wholesale receipts of shell oysters at Chicago increased from 348,402 lbs. during the first eight months of 1947 to 577,296 lbs. in the same period of 1948. Receipts of shucked oysters totalled only 522,925 lbs. in the eight-month period of 1947, as compared to 881,998 lbs. in 1948.



The 45' gill net tug "Amelia D" owned by Frank Drzewiecki of Green Bay, Wis. She is equipped with a 115 hp. Chrysler Crown gasoline engine, Michigan propeller, Willard batteries.



The 240' French trawler "Heureux" built by Bath Iron Works Corp., Bath, Maine.

Six 240' Trawlers Built for France

Carry 1200 Tons of Salt Fish and 50 Tons of Cod Liver Oil

INCLUDED in the 32-trawler building program which Bath Iron Works Corp., Bath, Maine, is completing for the French Supply Council are six 240' (68 meter) vessels. They are the *Colonel Pleven*, *Basilour*, *Ginette Le Borgne*, *Heureux*, *Finlande* and *Minerva*, all of which were delivered during this year.

While these ships are considerably larger than the trawlers operated by the United States industry, they are of particular interest because they typify the size of vessel being operated by European countries for fishing distant banks.

The new 68 meter French trawlers are similar to others built in France before the war, and have as much capacity as the largest 72 meter European vessels. They are intended to be used primarily for producing salt cod fish, and their fishing is done on the Newfoundland banks and off Greenland, Iceland, Spitzberg, Bear Island and the Murmansk Coast.

The trawlers can stay at sea for 5 months without refueling, but generally make trips of 4 months' duration and require 8 to 12 days' running time to and from port. Their usual schedule calls for sailing around February 15, and returning June 15, followed by another trip extending from mid-July to mid-November. Operating ports for the large trawlers are Fecamp, St. Malo and Bordeaux.

The vessels leave port with 700 tons of salt and 500 tons of fuel and bring back 1200 tons of salt fish and 50 tons of cod liver oil. About 90 percent of the catch is cod, with the balance haddock, pollock and hake. The fish are cleaned, split, washed and salted down in bulk in the hold.

A crew of 60 men is carried on the trawlers. These include 4 officers on deck—the captain, mate and 2 lieutenants—a radio operator, cook and assistant, chief engineer and 3 assistant engineers and 3 oilers. The chief acts in a supervisory capacity and the assistants and oilers rotate their duties on 8 hour watches. Among the 46 deck hands, there are about 25 from 18 to 22

years of age who wash and gut fish, while the others handle and mend nets and cut and salt the fish.

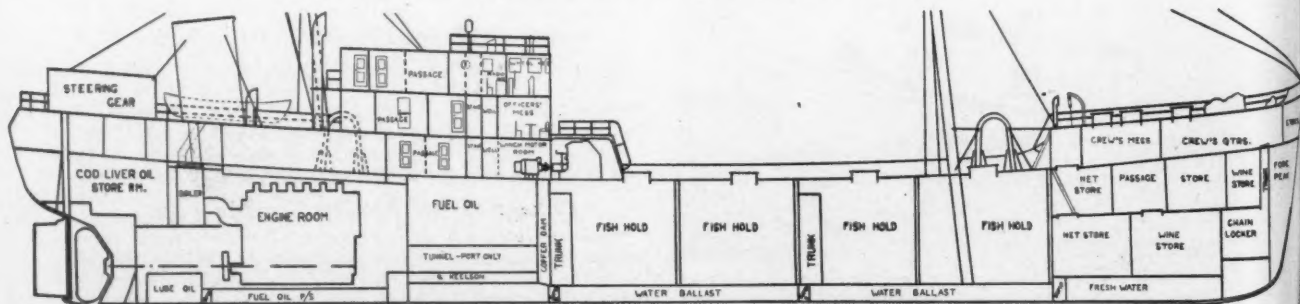
Fishing in water from 30' to 1200' deep, the trawlers haul in as much as 12 tons of fish from one set. Their nets have a 120' ground rope and the electric winches carry 1200 fathoms of 1" cable.

Because of the fact that the vessels have considerable freeboard, it is necessary to bring the net over the rail with the roll of the ship. The net is swung on deck by means of booms attached to the foremast and deckhouse.

The new trawlers were designed by a French architect, with the detail building plans being developed by Bath Iron Works. Built similar to cargo ships, their hulls have no drag, with the keel running parallel to the base line. The deadrise is very small being only $7\frac{7}{8}$ " at maximum beam.

The vessels have slightly raked stems and elliptical rounded stems. In general, their construction follows that of the 152' French trawlers built by the yard, with both riveting and welding being employed. The average weight plating is 20-pound or $\frac{1}{2}$ ". Welding was used on deck plating, attachments on deck and between floors and center and side girders, for bulkheads, engine foundation, shell mouldings and superstructure. Inner bottom tanks under the hold are used for water ballast and fuel is carried in tanks forward of the engine room and in inner bottom tanks below the engine.

Dimensions of the trawlers show an overall length of 240'8", length between perpendiculars of 223', waterline length of 227'6", moulded breadth of 38'6", moulded depth of 20'8", mean draft of 17'10", and maximum draft aft of 20'. The fish hold volume is 50,600 cubic ft. and will accommodate 1065 long tons or 2,385,600 lbs. Bunker capacity for fuel oil is 503 long tons or 135,307 gallons.



Inboard profile plan of the 240' (68 meter) French trawler.

Cod Liver Oil Extraction Plant

A special feature of the vessels is their equipment for making cod liver oil. As the livers are removed from the fish, they are dropped into troughs which carry them to a tank in the after hold that is fitted with a chopping device. From here the chopped livers are pumped to the cod liver oil recovery room in the after part of the ship. The livers then are heated with steam which is produced by a combination waste engine exhaust heat and oil-fired boiler which also provides steam for heating the vessel. The final operation is the oil extraction with De Laval separators. The oil is packed in 63 gallon drums and stowed in a special hold aft of the engine room and below the liver processing room.

Propulsion power for the new trawlers is furnished by a 6-cylinder, direct reversible, 1070-bhp., 165-rpm. Burmeister & Wain Diesel. Swinging a 10'9" x 6'5", 4-blade propeller, the engine gives the ship a speed of 11 knots. The steel line shaft is 9½" diameter, and the tail shaft is 10⅝".

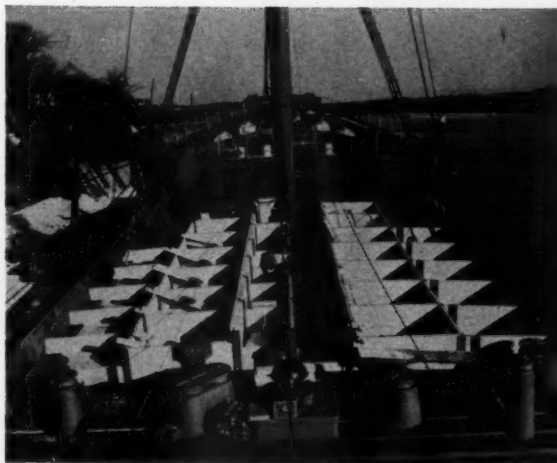
Duplicate winch power equipment is provided, and each set comprises a 250-bhp., 5-cylinder Burmeister & Wain Ditsel driving a 40-kw., 220-volt D.C. generator at 420 rpm. A shaft extension from the generator operates an exciter which furnishes current for ship service requirements as well as for magnetizing the generator. There also is a 40-kw. emergency generator operated by a 6-cylinder, 60 bhp., 750-rpm. Burmeister & Wain Diesel. The main and auxiliary engines are fitted with Maxim silencers.

The steering gear utilizes an electro-mechanical quadrant type Baldwin steering engine with 15-hp. motor controlled from a Sperry steering stand. A Kelvin-White 8" compass with compensating binnacle is used in the pilothouse, while a 7½" model is placed atop the house. A Sperry gyro-compass located below deck is connected to a repeater in the pilothouse.

Fish is hoisted from the hold by means of an overhead cable with pulley between the masts on which a whip operates from the trawl winch.

The 68 meter vessels carry a 300-lb. Danforth anchor, a 1500-lb. stream anchor, two 4000-lb. bow anchors, and a 3250-lb. spare bow anchor. A Hyde 35-hp. anchor windlass with 2 wildcats and 2 gypsies is provided. The trawlers are equipped with Shipmate #160 oil-burning galley ranges and bake ovens, as well as electric ranges, and are lubricated with Socony-Vacuum products. They are furnished with Columbian rope, including running rigging and mooring lines, as well as Columbian mending twine for nets.

Extensive facilities are provided for officers' and crew's living quarters. On the main deck, under the fo'c's'le, there are bunks for 36 crew members, the crew's mess and 2 shower and wash rooms. In the main deck level of the deckhouse are 4 state-rooms for the engineers and the owner's stateroom. Bunks and shower for 6 crew members and oilers are provided at the after starboard side of the main deck, adjacent to the liver oil extracting room.



Forward deck of 240' French trawler showing checkerboards.

The superstructure deck, connected by stairway with the main deck quarters and wheelhouse deck, contains the galley, hospital room, officers' mess room, and stateroom quarters for the two cooks and 6 officers. Aft of the pilothouse on the wheelhouse deck are the chart room, radio room, quarters for the captain, mate and radio operator, and the captain's mess room.

The French trawlers were built for the French Supply Council on behalf of trawler owners to replace vessels lost by them during the War. Upon delivery the new craft were turned over to the owners who paid the differential in value with their former trawlers which were chartered by the French Government for war service.

A. P. Dezeustre, trawler owner, represented the French Government as supervisor of construction at Bath. In addition to the six 240' ships, the Bath building program comprised six 152' trawlers and twenty 117' trawlers, five of which remain to be delivered.

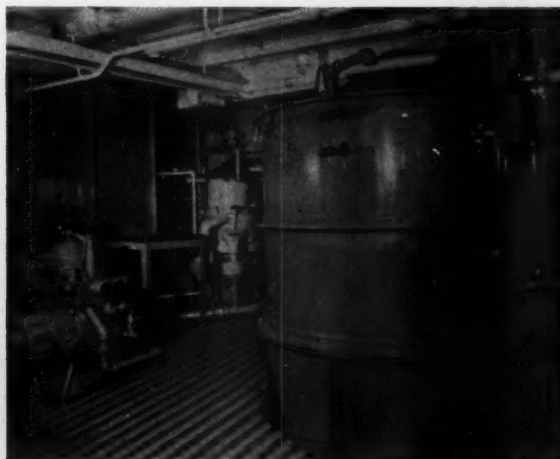
National Boat Show — January 7-15

The 39th National Motor Boat Show will be staged at New York City's Grand Central Palace January 7-15, excluding Sunday the 9th. Sponsored by the National Association of Engine and Boat Manufacturers, the exposition will present an infinite variety of boats, engines, marine hardware and accessories.

With well over 200 exhibitors contracted to be represented, preparations to date indicate a favorable comparison with the record breaking 1948 show. A general review of the exposition and an account of the products shown will be featured in the January issue of Atlantic Fisherman.



French trawler pilothouse showing Kelvin-White compass and binnacle, and Sperry steering stand.

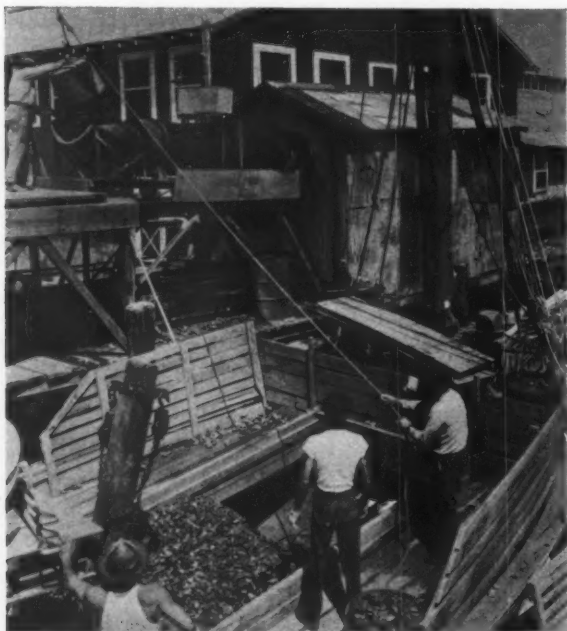


Processing equipment in cod liver oil recovery room located in after port main deck section of French trawler.

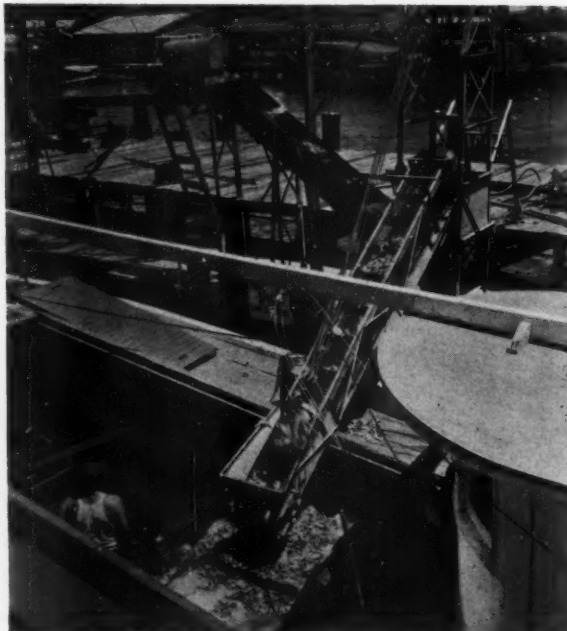


A section of the waterfront facilities of the De Jean Packing Co. plant, Biloxi, Miss., showing part of the Company-owned and leased fleet of 65 vessels. Managed by Elmer and Carol E. Williams, and employing 250 workers, exclusive of boatmen, the firm is one of the Country's largest producers of shrimp and oysters and is now in its 25th year of continued growth. The

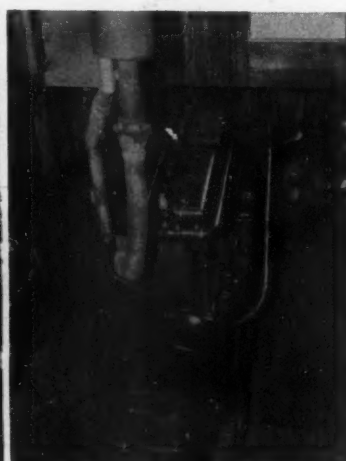
plant has an annual output of 80,000 cases of canned shrimp and oysters plus a million pounds of frozen shrimp which are produced with modern handling and processing equipment. For maintaining its fleet, the Company operates its own shipyard, net loft, machine shop, and oil dock. The fleet is supplemented each year by three or four new craft built at the shipyard.



Unloading oysters at the De Jean Packing Co., Biloxi.



Unloading shrimp by conveyor at the De Jean plant.



The 56' De Jean Packing Co. shrimp trawler "Alma Mae" hauled out at the Company's Biloxi shipyard. Left, skipper of

the "Alma Mae", Capt. Ramsey Girouard, and right, her 115 hp. Caterpillar D13000 Diesel.

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Louisiana Oyster Production Shows Substantial Gain

The oyster take in the principal production areas of Louisiana for the month of October totalled 17,500 bbls., which was nearly double the September yield of 9,200 bbls., and a gain of 6,700 bbls. as compared to October, 1947 production.

During the first ten months of 1948, the yield was 409,000 bbls., which represented a substantial increase over the 254,400 bbls. produced during the comparable period of last year, and also was ahead of the take for the whole of 1947, which was 289,400 bbls.

Fred Grace, Mississippi representative of the Louisiana Conservation Commission, has reported that about 50 dredge boats were licensed to participate in the Louisiana oyster season which opened December 1, and that more boats are expected to be licensed. Grace said that oysters are scarce, and warned that the oyster culling law will be rigidly enforced this year.

Under the law, which was enacted in 1932, all oysters taken from natural reefs must be culled as they are dredged, and oysters measuring less than 3" and less than 1" from hinge to mouth, and all dead shells brought up by dredgers, immediately must be scattered broadcast on the reef from which taken.

The particularly strict enforcement of the cull law this year is based on the advice of the State biologists, who contend that the natural reefs have been so depleted during the last eight years that only by strict observance of this regulation can they be restored to their natural healthy condition.

Shrimp Production Shows Increase

Shrimp production in the main landing areas of Louisiana during the first ten months of this year was 165,800 bbls., and showed an increase of 15,700 bbls. over the yield in the same period of 1947.

The shrimp take for the month of October totalled 30,900 bbls., as compared to 31,600 bbls. in September and 40,800 bbls. in October, 1947.

Despite the fact that shrimp canners have been packing much smaller quantities in recent weeks than a year ago, the season's total through November 17 of 451,056 cases is still ahead of last year due to heavy canning during the early part of the season.

Production of hard crabs was 828,600 lbs. in October, and showed an increase of 39,800 lbs. in comparison with September, and a gain of 23,200 lbs. over October, 1947.

The hard crab yield for the first ten months of 1948 was 10,813,000 lbs., which represented an increase of 4,140,700 lbs. as compared with production in the same period of 1947.

Mullet, red snapper, spotted sea trout and red drum accounted for the main part of the October salt-water fish catch of 118,000 lbs. This compares with only 83,200 lbs. in September and 95,400 lbs. in October, 1947.

Landings of salt-water fish during the first 10 months of this year were 1,371,400 lbs., in comparison with 1,272,100 lbs. during the same period of 1947.

The fresh-water fish catch for October consisted mostly of catfish, and totalled 146,300 lbs., which represented a decline from both September production and that of October, 1947. However, landings for the ten-month period were 1,955,600 lbs., and showed a gain of 446,800 lbs. over production during the first ten months of 1947.

Leads in Additions to Fleet

A total of 16 Louisiana vessels of five net tons and over received their first documents as fishing craft during October, thus making that State the leading one in the country regarding additions to the fishing fleet during the month. The total number of vessels which were documented during October in the United States was 94. Nine hundred and seventy-five craft were documented during the ten months ending with October, and of this amount, California led with 166, followed by Louisiana with 145.

Nordberg Distributor Appointed

Piston Ring Service Co., 800 Baronne St., New Orleans, headed by Leonard Connert, president, has been appointed distributor in Southern Louisiana for Nordberg gasoline marine engines, manufactured by Nordberg Mfg. Co., Milwaukee 7, Wisc. This distributor also will handle a complete line of spare parts for these engines. J. A. Basile, Jr. is field representative for the organization.

Texas Non-Resident License Test Case Postponed

The suit brought by Louisiana shrimp Tom Steed against the executive secretary of the Texas Game, Fish and Oyster Commission, and which was to have been heard November 1, has been postponed until next February when it will be heard by a three-judge Federal court in Houston. The suit attacks the validity of the Texas commercial fishing boat license law which levies a fee of \$2,500 against each non-resident shrimp trawler working in Texas waters. The case also challenges the Commission's right to enforce Texas fishing laws within ten and one-half miles of the Texas Coast.

Shrimpers Hampered by Windy Weather

Frequent strong winds and rough seas kept shrimp production on the Texas Coast at a low figure during November. The shrimp caught were taken largely from the Gulf.

The semi-annual closed shrimping season for inland bays begins December 15, and the bays will remain closed until next March 1.

"Mary Louise" Back in Operation

C. C. Martin's *Mary Louise*, which sank in the channel near the Matthews Fish Co. docks on November 17, has been raised and repaired and has resumed shrimping operations for the Marine Exchange of Aransas Pass.

The hull of the *Greek Girl*, which ran ashore off St. Joseph's Island near Port Aransas after becoming disabled, has been abandoned. The engine and other undamaged equipment were salvaged.

Research on Boring, Fouling Organisms

Under the direction of biologist W. B. Wilson, the Rockport Marine Laboratory has begun a research program on marine boring and fouling organisms which cause considerable damage annually to commercial boats and marine structures. The program will embrace a study of the life history of the borers and the best methods of controlling attacks, and an effort will be made to learn the areas in which the pests do the most damage.

Conservation Measures Necessary

According to marine biologist J. L. Baughman of Rockport, Texas bays are being lost to the State because of erosion, and consistently used shrimp trawls. He cited the following needs which must be filled before the conservation problem can be handled effectively: a knowledge concerning natural resources in the bays; and a unified effort by all people of the State to provide a basis for further protective legislation.

Alabama Oyster Reef Reopened

Shell Bank Reef in Baldwin County, Ala. waters recently was reopened to oyster tonging after being closed a month. The reef, which is in an area that was restocked, was opened after an inspection which showed that the oysters there had matured sufficiently to be taken.

Conservation Director Bert Thomas said, however, that Bayou Coura in Bon Secour Bay which was restocked and closed about the same time, would remain closed to tonging because of the heavy mass of young oysters there.

Mobile Fishermen in Campeche Area

Red snapper vessels from Gulf Coast ports, including a 10-boat fleet from Mobile, Ala., have been fishing recently along the rich Campeche Banks off the Mexican Coast. Some 50 vessels from ports as far east as Tampa, Fla., have been working the coral shoals along which commercial fish congregate.

Cedar Point Oyster Investigation

Following a recent investigation made at Cedar Point in Mobile County, Ala., Dr. Allan F. Archer, State Ecologist, revealed that small beds of oysters are in existence on the south end of the Point, practically within the intertidal zone. Dr. Archer stated that nuclei of such beds occur west of the fish pier, but that the main bed lies east of the pier. He said that the shoreline beach front is composed entirely of shells, and that it is there that oysters are setting.

Maine Seeks Better Methods Of Air-Shipping Lobsters

The start of extensive experiments by the Department of Sea and Shore Fisheries to improve present methods of shipping live lobsters by air was announced recently by Commissioner Richard E. Reed. He predicted that the lobster market would be greatly expanded if some of the present difficulties of temperature and altitude control and packaging could be solved. Although large quantities of lobsters now are being shipped by air, the present methods of handling are far from satisfactory, the Commissioner said.

Reed disclosed that the work would be conducted at the Department's Boothbay Harbor laboratories, under the supervision of chief biologist Clyde Taylor, and that some of the nation's leading airlines are cooperating. Taylor has devised apparatus with which shipments can be made in the laboratory under simulated flight conditions. He also will experiment with different types of packages and methods of keeping the crustaceans alive.

"Fannie Belle" Sinks in Collision

The 57' dragger *Fannie Belle*, owned by the Portland Fish Co. and skippered by Capt. Charles E. Dexter of Portland, sank November 8, 28 miles southeast of Portland Lightship after a collision with the 86' dragger *Nautilus*. The ill-fated dragger's 4-man crew was taken aboard the *Nautilus*.

The 33-ton *Fannie Belle*, which was built at E. Boothbay in 1903 as a two-masted fishing schooner and was one of the oldest fishing vessels on the coast, was on her first trip after an extensive overhaul. The craft was converted into a dragger by the Portland Fish Co. in 1936, and was partially covered by insurance.

Make Good Quahog Harvest in Maquoit Bay

Maquoit Bay, Brunswick, the only commercial quahog site in Maine, netted between 40 and 50 diggers a total of \$300,000 in



The 36' tuna and herring boat "Dorothy H." owned by Charles Pye, Small Point, Me. She is equipped with a 135 hp. Nordberg gasoline engine which with a Monel shaft and Columbian propeller gives a speed of 18 mph.

a recent three-month period, according to Richard E. Reed, Commissioner of Sea and Shore Fisheries. Most of the quahogs were used in clam chowder, and brought the diggers an average of \$10 a barrel.

Changes in the Fleet

The 53' dragger *Mary S.* has been purchased by Maine Sea Foods, Inc., Portland. Roscoe E. Rand of West Southport formerly was managing owner of the craft, and the other owners were William S. Wennerberg and Frederick J. Dolan, both of Milton, Mass., and Parker E. Marean of Wiscasset.

The Rockland dragger *Katherine & Mary* left during November for Norfolk, Va., where she will fish for the Winter. She will return in the Spring to land catches at the General Seafoods plant.

The Portland dragger *Andarte* has been undergoing a general overhaul at the Frank L. Sample, Jr., Inc., shipyard, Boothbay Harbor.

Stonington Class in Seamanship

A new course in practical seamanship has been added to the high school curriculum at Stonington, and at present there are 20 boys studying this subject. Through the cooperation of General Manager Daniel H. Clark of the Burnham & Morrill Co. seafood plant at Stonington and Capt. Al Shepard of the firm's boat *Novelty*, the class recently was given an opportunity to inspect this vessel.

Eastport Has Smallest Sardine Cannery

Eastport is the location of one of the smallest sardine canneries in the world—that owned by James Cook and known as the Broad Cove Packing Co. It employs six packers, and has one closing machine and two hand-locked retorts of 25 cases each. The fish are flaked by hand and then steamed in the one steam box on the ground floor of the 40' x 28' building. They are brined in chlorinated fresh drinking water instead of seawater, as the owner claims this makes for a more delicate seasoning and spicing. Two hundred cases constitute a good day's work for the plant.

Building Carrier for Underwood

A new 70' sardine carrier for Wm. Underwood Co. of Watertown, Mass., is under construction at the General Seafoods Shipyard, Rockland. Designed by Eldredge-McInnis, Inc., the vessel is scheduled for April delivery. She will be powered with an 8 cylinder, Model 8DCMR Buda Diesel, rated 160 hp. at 1400 rpm.

"Alert" Has New Depth Sounder

The 42' line trawler *Alert*, owned by Capt. Charles Olsen of Cape Elizabeth, has been equipped with a new Kaar model ES 29X echo depth sounder, sold by Sargent, Lord & Co.

New Baker Distributor

Baker Ice Machine Co., Inc., South Windham, has announced the appointment of Acme Engineering Co., Inc., 46 Market St., Portland, as distributors of Baker products for the State of Maine. The Acme Engineering Co. is a newly formed Maine corporation headed by James J. Kelley, who, for the past several years, has been connected with the Jarvis Engineering Co., Baker distributor in Boston, Mass.



Top: Quoddy fishermen seining herring in Deep Cove at Eastport, Me. during a heavy Fall run. The 63.5' sardine carrier "Continental", below, owned by Seaboard Packing Co., Lubec, takes the catch aboard. The "Continental" is skippered by a veteran of 53 years as a captain, William D. "Jiber" Foley, and is equipped with a 165 hp. General Motors Diesel with 3:1 reduction, a 38 x 26 Columbian propeller, Willard batteries and a Fairbanks-Morse hoist.



Aerial view of Sargent, Lord & Co. showing electronics division, engine division, main store and net loft.

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The 43' oyster dredge "Al Smith" owned by Simmons & Bro., Cobbs Creek, Va., and skippered by Capt. Charles C. Simmons. She is equipped with a 115 hp. Chrysler Crown gasoline engine using Gulf lubricating oil, Columbian propeller and a 6 hp. Fairbanks-Morse hoisting engine.

Virginia Opens Several Areas To Oyster Dredging

Approval by the Virginia Fisheries Commission of oyster dredging in the Chesapeake Bay between Windmill and Smith's Point was announced recently by Commissioner Charles M. Lankford, Jr. The area extends east and west across the Bay, and dredging will be allowed in waters of not less than 30' from December 1 until February 1. Dredging also was approved in Tangier Sound on Johnson's Rock, Thoroughfare Rock, Fox's Island Rock and California Rock from December 1 to January 1.

The Commission deferred until January the applications of James A. Ballard and George P. Diggs for overlapping oyster grounds, after it was brought up that there were clams in the area in question. Ballard applied for 500 acres in the Chesapeake Bay near Wolf Trap Light, and Diggs applied for 300 acres near Winter Harbor. Inspectors were ordered to survey the clam yield. If it does not exceed the legal maximum, the area may be used as oyster grounds.

The following have applied for oyster planting grounds: A. A. Riley of Gloucester Point, 10 acres in the waters of the York River, near Gloucester Point, County of Gloucester; David de Alba and J. P. Wilburn of Wicomico, 75 acres in York River waters, near Roanes Front, County of King and Queen; Morattico Packing Co., Urbanna, 20 acres in the Western Branch of Corotoman waters, near Senors Creek, County of Lancaster, and 14 acres, also in the Western Branch of Corotoman waters, near Sims Point; James A. Haydon, Kilmarnock, 10 acres in the waters of Dividing Creek, near the Chesapeake Bay, County of Northumberland; W. C. Hogg of Wicomico, 75 acres in the York River, near Clay Bank, County of Gloucester; and Walter J. Hudgins of Redart, 25 acres in the waters of Milford Haven, near Mill Point.

Building of Patrol Boat Approved

The construction of a fast patrol boat which would operate in the general area of the Rappahannock and Piankatank Rivers was approved at a recent meeting of the Virginia Fisheries Commission. The plans call for a twin engine, cruiser type boat, capable of working in rough weather and which could attain a speed of 30 miles per hour or better.

Hampton Roads Area Landings

November fish production in the Hampton Roads area totalled 1,479,000 lbs., which was a gain of 741,000 lbs. over October landings and a 1,001,000-lb. increase over the November, 1947 catch. Scup landings, which were the largest of any species, totalled 949,000 lbs. Sea bass was in second place, with 207,000 lbs., followed by sea trout, with 117,000 lbs. Draggars accounted for 1,443,000 lbs. of the total catch, and the remainder was from pound nets.

Maryland Groups Offer Plans To Increase Oyster Supply

Nelson R. Coulbourn of Crisfield, one of the leading seafood packers of the State, is chairman of a group which is preparing a program for rehabilitation of the Maryland oyster industry, to be presented to Governor Lane as embodying the ideas of watermen and seafood packers. Mr. Coulbourn has held meetings in several sections of Maryland to discuss the matter. One of his recommendations is for the State to take a certain quantity of the oyster shells from the packers in lieu of taxes, and plant the shells on the bars of the Bay and its tributaries.

Another group, the Maryland Commercial Watermen's Association, made public recently a list of recommendations to help Maryland regain her position as one of the foremost oyster producing States.

The suggestions of this Association were: to have the State purchase all shells from oysters taken in Maryland at a reasonable price to be set by law; for the State to step up production of seed oysters; strict enforcement of the cull law; the raising of oyster taxes and license fees in order to finance a five-year program of increased planting of shells and development of seed oysters; and to have committees elected by oystermen in each tidewater county to act in an advisory capacity to the Department of Tidewater Fisheries in carrying out the program.

Representatives of the Maryland Tidewater Fisheries Department, the Department of Research and Education and the Fish and Wildlife Service have completed an exhaustive survey of oyster dredging and scraping areas in Maryland. The available supply of market oysters in the Chesapeake Bay for the coming season was found to be low on the bars examined. The best concentration was found on Love Point, with Broad Creek, Sharps Island, Belvedere, Kent Point, and Old Rock following in the order named. Supplies of undersized oysters also were limited, the greatest concentrations being found on Kent Point.

Supplies in the Somerset section of Tangier appear good and are about equally distributed on the several bars in the area with the exception of Great Rock. The 1948 set in Tangier was greatest on Haines Point and diminished progressively down the Island.

Crisfield wound up its Thanksgiving oyster trade with one of the best seasons in recent years. There was a steady demand for shucked oysters, especially for standards, which have been in fairly plentiful supply and in excellent condition. Prices have been good, ranging from \$2.00 to \$3.00 per bushel for shell stock while shucked stock brought \$4.00 to \$4.50 for standards and \$5.00 to \$6.00 for selects.

Up to the present, Tangier Sound has been furnishing a big supply of fine shell stock. The oysters are mostly standard size but the meats and flavor have been of excellent quality.

Capt. Forbush Purchases Two Oyster Boats

Capt. Gus Forbush of Crisfield has purchased two dredge boats, the *Mollie Leonard*, commanded by Capt. Arthur Daniels; and the *Ethelyn Dryden*, skippered by Capt. Charles Swift.

Oversize Dredge Boat Injunction

Injunction proceedings to restrain the clerk of the Dorchester County Circuit Court from issuing licenses for oyster dredging from boats exceeding seven tons were filed in Federal Court recently by five Bishop Head oyster tongers. The suit also was filed against four owners of oversized oyster dredge boats, the Court being asked to restrain them from oyster dredging in Dorchester County.

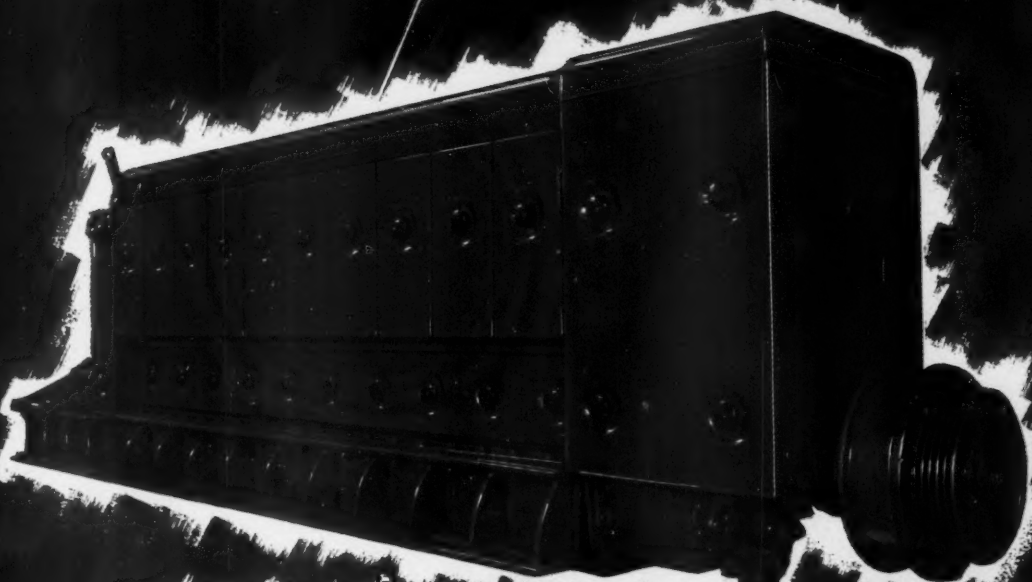
A recent legislative enactment limits the size of oyster dredge boats which can be used in Dorchester County to not more than seven tons, it was contended, but the plaintiffs claim that the clerk has issued licenses to boats which are from eight to twenty tons.

Seafood Production Increases

Production of fish and shellfish in the Crisfield, Ocean City and Cambridge areas of Maryland for the month of October totalled 1,472,200 lbs., and showed an increase of 116,200 lbs. as compared to the September catch. The shellfish take was 1,257,600 lbs.

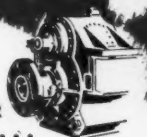
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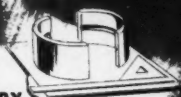


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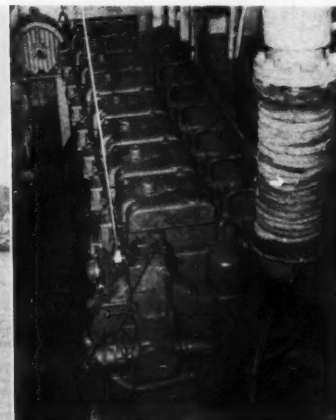
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From 175 to 500 horsepower —available with all required power auxiliaries.



Capt. Sam Curcuro, left, owner of the 85' Gloucester redfish dragger "Ave Maria", center, and her recently installed ENB8 Cooper-Bessemer Diesel. The engine develops 250 hp. at 600

rpm., is equipped with 2:1 built-in reduction and reverse gear, and turns a 60 x 44, three-blade Hyde Turbine propeller on a 5" Monel metal shaft, giving a speed of 9 knots.

Gloucester Production Breaks All Previous Records

The port of Gloucester has broken all its previous records for fresh fish production in any one year, a total of 219,532,300 lbs. having been landed in the port this year through November 9. The previous record was established in 1946, when for the entire 12 months a total of only 217,000,000 lbs. were landed. This year's fish production has given an income of at least \$12,000,000 to owners and crews of boats and to wharf labor.

The redfish catch this year amounted to 1,761 trips totalling 172,622,000 lbs., and brought to boat owners and fishermen about \$7,000,000. This production is 28% ahead of the 1946 total at the same date.

The whiting catch through November 9 for this year was 7,801,000 lbs., landed in 772 trips. Mackerel production amounted to 402 trips totalling 16,461,000 lbs.

"Emma Marie" Sinks

The 67' fishing dragger *Emma Marie*, owned and skippered by Capt. Antonio Mistretta of Gloucester, sprang a leak and sank November 18 northeast of Thatcher's Island. Her skipper and crew of four men escaped in a dory and rowed two miles to the dragger *We Three*, Capt. J. Randall Lafond, which brought them into Gloucester.

The *Emma Marie* was built in Damariscotta, Me. in 1929, and was purchased by Capt. Mistretta last April.

"Falcon" Lands Big Whiting Catch

The biggest trip of whiting landed for some time at Gloucester was the 25,000-lb. catch brought in by the dragger *Falcon* on November 10. Dressed whiting has been bringing 5½¢ a pound recently, which is an increase of ½¢ over the price paid earlier in the Fall.

A number of draggers landed big fares at Gloucester during November, including the following: *Sylvester Whalen*, 180,000 lbs.; *Mother Ann*, 260,000 lbs.; *Hilda Garston*, 185,000 lbs.; *V-E Day*, 224,000 lbs.; *Mary & Josephine*, 210,000 lbs.; *St. Nicholas*, 182,000 lbs.; *Felicia*, 200,000 lbs.; *Catherine Amirault*, 220,000 lbs.; *Florence & Lee*, 220,000 lbs.; *Columbia*, 200,000 lbs.; *Kingfisher*, 230,000 lbs.; *Pan Trades Andros*, 226,000 lbs.; *Julie Ann*, 193,000 lbs.; *Curlew*, 189,000 lbs.; *Pilgrim*, 181,000 lbs.; *Benjamin C.*, 206,000 lbs.; *Theresa M. Boudreau*, 205,000 lbs.; *Killarney*, 185,000 lbs.; and *Emily Brown*, 240,000 lbs.

"Cecil W." Floated

The 65' Portsmouth, Va. fishing boat *Cecil W.*, which has been fishing out of Gloucester since last Spring, was floated by the Coast Guard November 29 after going aground off Pasque

Island, near Cuttyhunk. The craft, which is skippered by Capt. J. E. Carmine, was bound for Winter fishing off the New Jersey Coast when she went ashore.

"Felicia" Menaced by Flame from Bomb

Enveloped by flames which followed the explosion of an incendiary bomb which her dragnet brought to the surface while she was fishing off Sable Island November 16, the 105' fishing dragger *Felicia* had a narrow escape from being destroyed by fire. None of the crew of 11 men was harmed nor was the boat damaged to any extent except that her life launch was charred considerably and there were burned spots on deck.

The *Felicia*, skippered by Capt. Salvatore Nicastro, was escorted back to Gloucester by the dragger *Benjamin C.*, Capt. Joe Ciarametaro.

New Whaleback for "Alvan T. Fuller"

The 95' dragger *Alvan T. Fuller*, Capt. Joseph Cruz, has been fitted with a new steel whaleback by John T. Love Welding Co. A ton of ¼" material was used for the structure which sets on the original bow rail and is 16' long, 14' wide aft and allows for 5' headroom. A similar whaleback is going to be installed on the *Mary Rose*.

To Repower "Edith L. Boudreau"

The *Edith L. Boudreau*, owned by United Fisheries, Gloucester, is to be repowered with a new Cooper-Bessemer GS6, direct reversing, 260 hp., 350 rpm. Diesel with sailing clutch. The engine will be installed at Beacon Marine Basin, and will swing a new 60" Hyde propeller. John T. Love Welding Co. is supplying 4 new fuel tanks with total capacity of 4400 gals., and steel engine trunk.

"Aerial" Gets New Batteries

The 47' Gloucester dragger *Aerial*, owned by Capt. Paul Woodbury of Rockport, has been furnished with a set of 32-volt, type HHG-25 Surrette marine batteries.

Melanson Yard Building Eight Boats

Melanson Boatyard of Gloucester, which recently launched a 40' trap boat, powered with a 125 hp. Lathrop engine, for Henry L. Oakes Jr., of Gloucester, has 8 other boats to build.

Capt. Sam Nicastro, skipper of the *Mary W.*, and Gaspar Pallazola are having Melanson build a 48' dragger; Theodore Dykstra of Wakefield, R. I. is getting a 55' dragger, to be powered with a 165 hp. General Motors Diesel; and Clinton Babcock of Wakefield will get a new 38' dragger with a 110 hp. General Motors.

Melanson is building 32' lobster boats for James Dempsey of Rye, N. H., William Haskell and Robert Malpass of Essex, Mass.; Walter Myslivy of Salem, Mass.; and James Barry of North Andover; and a 38' party boat for Theodore Stevens of Mattituck, Long Island.

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Detach Floats to
the Head Rope
in a Matter
of Minutes!**

**Amazing New Fargo Float Clamp*
Eliminates Tying-on of Floats —
Saves You Time, Labor and Money!**

Here at last is the time, labor and money-saving device that puts an end to another of those tough jobs for the Fisherman.

It is the amazing new Fargo Float Clamp that enables you to attach or detach floats in a matter of minutes — instead of tying them on as you used to do. You have more space between float and head rope, making net repairs easier. Floats remain free to swing without twisting head rope and netting.

Made of non-corrosive bronze that shuns the constant attack of sea water, the Fargo Float Clamp utilizes a screw-on connection that can be opened or closed in a jiffy by the use of a simple wrench that comes with your order without charge. Perfectly flush when closed, one side of the Clamp holds the float, the other the net.

The Fargo Float Clamp comes in five standard sizes to handle head rope diameters of $\frac{1}{2}$ ", $\frac{3}{8}$ ", $\frac{3}{4}$ ", $\frac{7}{8}$ " and 1". For further details — fill out and mail the coupon today!

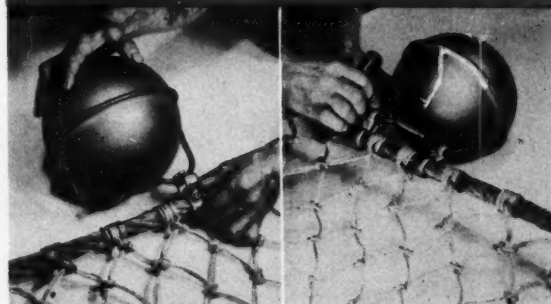
Sales Representatives' Inquiries Invited

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Marine Hardware Division
POUGHKEEPSIE, N. Y.

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to receive net and float.

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FISHERMEN GO TO SEA TO FISH

**—SO "CATERPILLAR"
POWERS THE "FLORIDA LADY"**



Owned by Frank Fazio, the 57-foot Florida Lady is one of the latest and trimmest additions to the fishing fleet out of St. Augustine, Florida. Her power plant—like that of more than 300 other fishing boats out of this port—is a "Caterpillar" Diesel D13000 Marine Engine, swinging a 42" x 32" propeller through a 2:1 reduction gear to send her along at better than 10 m.p.h.

ONCE they "turn 'er over," fishermen want to concentrate on locating the catch—and landing it. They've got no time for "time out" in the hold, tinkering with a balky engine. That's why "Caterpillar" Diesel Marine Engines are the most popular power plants in scores of fleets up and down the coast.

"Caterpillar" Diesels are built for trouble-

free dependability and economy of operation. Doing their job as it should be done, they leave you free to do yours. And performance proves it! From Grand Banks to Galveston there's a marked owner preference for these faithful performers. Fishermen also rate the top-notch service they get from "Caterpillar" dealers just as high!

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

CATERPILLAR DIESEL

REG. U. S. PAT. OFF.

Marine Engines

"Visit the 'Caterpillar' exhibit at the New York Motor Boat Show—January 7 through 15."

Florida Spongers Want Aid For Improving Industry

Prospects that the United States Government will shortly step in and take a hand in the rehabilitation of the local sponge industry have started another round of speculation at Tarpon Springs.

Senator Claude Pepper is reported to be spearheading a drive to instigate certain restrictions which are expected to benefit the industry. Briefly stated, they are: (1) purchase by Government agencies only of natural sponges produced in the United States; (2) a higher tariff on all imported sponges, and (3) the reestablishment of the office of federal sponge inspector at Tarpon Springs.

During 1947 over \$3,000,000 worth of natural sponges were harvested in the Gulf of Mexico and sold through the Tarpon Springs Sponge Exchange. At the beginning of 1948 sponge prices fell sharply and reports began to come in that an underwater scourge had destroyed sponge beds.

An extensive survey conducted in the Gulf last month by the University of Miami Laboratories resulted in reports that elements of the so-called red tide last year destroyed all known sponge beds. The expedition was sponsored by the State.

Contrary to these reports, however, are statements which are issued at the sponge docks each day by men who have returned from sponge fishing. They say that sponges are obtainable in the Gulf in abundance but that low prices due to a glut of Mediterranean sponges have discouraged a majority of the operators.

There are approximately 70 boats in the Tarpon Springs sponge fleet. During the past two months more than half the boats have remained moored at the docks.

Not Required to Have Wholesaler's License

Florida's Supreme Court ruled November 13 that commercial fishermen are not required to pay a wholesale dealer's license unless they sell directly to the retailer or consumer. In a unanimous opinion, the high State court said the fisherman already is required to pay a boat license, and observed that if the payment of a wholesale dealer's license were required it would mean at least three taxes the consumer would have to pay before the seafood was on his table.

The opinion reversed a ruling by the Palm Beach Circuit Court which restrained M. R. Hall from selling his catch until he purchased a wholesale dealer's license. The action against Hall had been brought by the State Board of Conservation, which levies a \$50 annual license tax against wholesale dealers.

Smyrna Clam Development Suggested

George Warren, who has designed a machine which he claims will harvest 500 bushels of clams a day, stated recently that he hopes to establish a clam industry at New Smyrna Beach in the near future. Warren has reconstructed an Army amphibious duck for clam harvesting.

He told a local civic club at its meeting recently that he hoped new Smyrna Beach would support a move to dig a cut through a narrow strip of land between the Indian River and the Ocean, east of Oak Hill. He claims that such a ditch would facilitate better fishing and clamming, as it would admit additional salt-water into the River.

Recommend Salt-Water Line for St. Johns

The Duval Board of County Commissioners by resolution November 3 recommended that the "salt-water line" in the St. Johns River be established where the Florida East Coast Railroad Bridge crosses the River at Jacksonville. The Commissioners' resolution was forwarded to the Florida Game and Fresh-Water Fish Commission at Tallahassee, which has authority to determine the demarcation point between fresh and salt-water in all rivers.

The resolution recommends that the waters of the St. Johns north of the Railroad Bridge be classified as salt, and the

River south of that point be designated as fresh-water. It has been pointed out that the establishment of the line will not bar commercial fishermen from the fresh-water areas, but that they will have to conform to the rules, regulations and supervision of game and fish wardens.

The Board also adopted a similar resolution asking that the Arlington River (Big Pottsbury Creek) be classified as fresh-water from its mouth, where it empties into the St. Johns, throughout its course.

Shrimp Fleet to Base at Fort Pierce

A shrimp fleet numbering approximately 50 boats will base at Fort Pierce for the remainder of the season, which is expected to be four months or longer. The boats will use the City Pier.

Sebastian Inlet Opened

Sebastian Inlet, which connects the Indian River with the Atlantic Ocean near Melbourne, was opened with dynamite blasts recently, and it was expected that the tide would scour the channel to a 9' depth. Commercial fishermen are expected to benefit by the opening. However, according to R. O. Couch, chairman of the Sebastian Inlet Commission, the taking of fish in nets and seines for sale on the commercial market will be prohibited within one mile of the entrance to the Inlet.

Contributions approximating \$40,000 were donated for the dredging and blasting work by the residents of Central Florida, and matching Federal funds were used to pay the cost of completing the work. More than a score of Orlando fishermen and sportsmen led the campaign in Orange County for fund contributions to assist in the project.

Statewide Mullet Ban

A Statewide closed season on the taking of salt-water mullet will be in effect between December 10 and January 20, 1949, and commercial fishermen and dealers will be allowed five days to dispose of their supply. The closed season was adopted by the 1947 Legislature, which repealed all local laws exempting certain countries from enforcement of the ban.

New Wholesale Fish House

A new wholesale fish house, the third in the Venice-Nokomis area, has been established on the east side of the Inland Waterway Channel on Treasure Island by Gene Felicione of Tampa.

Prices being paid at the three fish houses in the Venice-Nokomis area are as follows: mullet, 14c per pound; mackerel, 18c; trout, 22c; redfish and snook, 14c; snapper, 23c; and kingfish, 18 to 22c.

L. A. Morris

L. A. Morris, pioneer and founder of the Welaka fish industry, died recently at the age of 82. The retired commercial fisherman was one of the first to recognize the possibilities of Welaka and the St. Johns River as a commercial fishing center.



Florida fishermen unload mackerel at East Coast Fisheries, Inc., Miami.

35 and 75 WATT POWER

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Ship to Shore—Shore
to Ship—Ship to Ship
Communication



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For Surer Catches—for Safety—for Profit

Two great marine models—35 watt and 75 watt power—each a LEADER in its field—with EVERY modern engineering and performance feature to meet EVERY requirement of individual ships or fleets. Send NOW for complete data on both—and facts about

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BEACON FALLS RUBBER FOOTWEAR



Boston Catch for November Largest in Years

Good weather enabled Boston fishermen to bring in 17,544,700 lbs. of fish in November, which represented an increase of 78% over landings in the same month of 1947, and was the largest November catch since 1941, according to the Massachusetts Fisheries Association. The total for the first 11 months of this year was 189,177,635 lbs., or about 750,000 lbs. more than for the corresponding period last year. Haddock leads all other arrivals with cod and pollock close behind.

Offshore fish prices at the New England Fish Exchange for the first ten months of this year averaged \$8.55 per 100 lbs. and inshore prices averaged \$6.28, for a total average price of \$8.15. A year ago the offshore price was \$7.42 per 100 lbs. and the inshore price \$5.61, for a total average price of only \$7.14.

Industry Leaders in Favor of Treaty

Leaders from various segments of Boston's fishing industry are reported to have reacted favorably to the State Department's move in inviting 10 other nations to take part in an International parley. The conference will be held January 26 in Washington to discuss a treaty for the conservation of fishery resources in the Northwest Atlantic. Among those who have expressed themselves as in favor of a treaty are Thomas D. Rice, executive secretary of both the Massachusetts Fisheries Association and the Federated Fishing Boats of New England and New York; Edmund L. Dunn, president of the New England Fish Exchange and chairman of the Atlantic States Marine Fisheries Commission; and Austin Powers, assistant secretary-treasurer of the Atlantic Fishermen's Union.

Federated Fishing Boats Re-elects Fulham

Federated Fishing Boats of New England and New York, an organization comprising boat owners of both sections, has elected its officers for the coming year. Re-elected president was Thomas A. Fulham of Fulham Brothers Co., Inc., Boston; Lawrence Rosen of the Usen Trawling Co., Boston, was elected vice-president; and Burton Bromfield of the Bromfield Manufacturing Co., of East Boston was elected treasurer. Thomas D. Rice of Belmont was re-elected secretary, a position he has now filled since 1945.

Inshore Fleet Active

Boston's inshore fishing fleet was especially active the middle of November, and on several days accounted for a substantial percentage of the total landings. It is reported that better prices at Boston are attracting small boats from other ports, particularly Gloucester, for the first time since the war.

Fishery Exhibit for Dietitians

In cooperation with the fishing industry and trade associations, a fishery educational exhibit was presented at the 31st annual meeting of the American Dietetics Association at Boston October 19-22, by the Commercial Fisheries Branch of the Fish & Wildlife Service. More than two thousand dietitians from all sections of the United States attended the meeting.

An overwhelming majority of the dietitians voted fish equal to meat as a complete protein food and declared fresh frozen fish nutritionally equivalent to fresh fish, according to a Massachusetts Fisheries Assn. survey.

Swordfish took honors as the fish "liked the best", closely followed by haddock. Sixty-nine per cent of the food experts said that fish fillets were more economical than a whole fish when preparing a meal.

Ninety-two per cent of the dietitians questioned said fish was equally valuable with meat as a complete protein food and 49% declared that economy was the most important advantage of serving fish. Particularly significant was the fact that 90% of the women said they served fish one or more times a week.

The Massachusetts Fisheries Association provided a number of exhibits and displays for the recent convention of the National Restaurant Association, held in Washington. The Association also supplied the New England species of fish which appeared on the banquet menu.



The 40' dragger "Verjoy" owned by Vernon P. Warner of Middletown, R. I. She is equipped with an 83 hp. General Motors Diesel using Gulf oil, a Twin Disc reduction gear, Columbian propeller, Willard batteries and Columbian rope.

RHODE ISLAND

Pt. Judith Co-operative Plans Expansion

Construction of a \$7,000 second-floor addition to the Point Judith Fishermen's Co-operative Association was expected to be started the latter part of November to make room for a fish processing plant. The addition will house the marine supply room, the office and provide box storage space, while the first floor will be used for the filleting and processing plant.

At the close of the first six months of operation on October 25, the Co-operative declared a 3% dividend on preferred stock. The dividend was based on a total of \$750,000 worth of fish produced by the 100 fisherman members who man the 50 draggers of the Co-operative's fleet.

At present, the Co-operative employs between 15 and 20 men to handle the administration, sales and shipments of fish. George B. Gross is manager.

Quahog Dredging Fleet Smaller

The quahog dredging season opened December 1 in the Sakonnet River, with only 25 shellfishermen licensed as compared with 35 a year ago. Quahog dredging is allowed in the River south of an imaginary line running between Fogland Point on the Tiverton shore and McCurrie's Point on the Portsmouth side. Catches are limited to 30 bushels a day for each boat, and the season ends March 31.

West shore hand operators were receiving \$3.00 per bushel for quahogs as the dredging season opened, while east shore tongers in the Warren-Bristol area were getting \$2.75. The dredgers' price, while at times slightly lower, closely follows that paid the hand shellfishermen.

Thanksgiving orders for oysters were heavy this year, according to Otto J. Alletag, head of the Warren Oyster Co. Alletag said that the holiday oysters were very plump, counting about 200 to the gallon. Prices are about 50c a gallon higher than last year's figures.

Swordfisherman "Pooh" Runs Aground

Four men aboard the 38' converted swordfisherman *Pooh* made their way to safety November 13 after the craft went aground off the rocky northwest corner of Cuttyhunk Island and started to leak. The boat, owned and skippered by Capt. Chase Heaton of Adamsville, broke down off Vineyard Sound Lightship. An attempt was made to anchor but the line parted in the teeth of a 50-mile-an-hour gale and the rough seas caused the craft to drift.

New Fish and Game Division Patrol Boat

The Rhode Island Division of Fish and Game has purchased a new 40' high-speed patrol boat, which it is claimed will be capable of overtaking the fastest illegal quahog dredger on Narragansett Bay. The craft is powered with a 250 hp. Hall Scott Invader engine, and has a speed of 28 m.p.h. She has a Maine-built hull and sleeping accommodations for four, and will be furnished with two-way radio equipment.

UNCO-OPERATIVE,

that's what they are.

This Wolverine outfit just won't give me a break. Every month I have to write an ad for them. I like headline stuff — something I can whoop it up about, like supercharged lubrication or gold-plated piston rings, or 10,000 RPM. You know what I mean, sales appeal.

And what do they give me?

"Repair bills are low".

"Ed Quohaugh has run a Wolverine for ten years without a major overhaul".

"Lots of room to work on a Wolverine Diesel".

"Almost anybody can fix a Wolverine — if it ever needs fixing".

"We build each engine as though our lives depended on it".

"Look at engine No. 6490 — twenty-five years in four boats and still going strong down near Vera Cruz".

Now, I ask you! How can an ambitious advertising man write dramatic copy on stuff like *that*? Of course, it's probably interesting to people who have to *use* engines, but *I* won't be happy until they give me duplex inverse injection or a retractable flywheel to put some zip into the ads.

Anyhow, if things like economy and dependability are important to *you*, better write Wolverine and find out more about their Diesels. Department AF1248.

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MOTOR WORKS, Inc.**

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AWAY..**

**THAT'S
STRONG
NEW BEDFORD
ROPE**

NEW BEDFORD is tough rope . . .
Has the kind of toughness that stems
from carefully selecting only pure
manila hemp. Strong, sinewy fibers
constitute the basis of all
NEW BEDFORD rope.

NEW BEDFORD comes specially treated
for protection against attack from
marine micro-organisms and
other causes of rot.

Specify NEW BEDFORD and get rope
that is sure to be strong—sure
to be dependable.

**NEW BEDFORD
CORDAGE COMPANY**

233 Broadway, New York 7, N.Y.

New Bedford Scallopers Use Rotation Sailing System

The New Bedford scalloping fleet resumed fishing November 30 after a three-week tie-up ascribed by boat owners to a severe drop in prices early in the month. As the scallopers resumed operations, the price for scallops on the New York market was quoted at \$5.05 per gallon, which was a considerable jump from the \$3.78 paid by New Bedford dealers at the start of the tie-up.

Large frozen scallop inventories of Mid-Western and local dealers were believed responsible for the failure of buyers to bid on 11,000 gals. of scallops brought into the port November 8. The following day the catch sold for \$3.78 per gallon, lowest boatside price since the Summer of 1947, and November 10 the layoff began with 50 of the port's 74 scallopers tied up along the New Bedford and Fairhaven waterfronts, and others tying up as they reached port. Eleven hundred fishermen were idle during the price dispute.

The day scallop prices dropped, fish prices also plummeted to OPA levels. On November 26, 11 boats disposed of 174,200 lbs. at 5 to 8 cents for haddocks, 4.5 to 5.05 cents for cod and 9.10 to 13 cents for yellowtails. Three draggers refused to sell their catches.

An emergency meeting of the Atlantic Fishermen's Union (AFL) early in the month was followed by a 5½-hour session November 29, with more than 300 fishermen present, at which it was voted to resume scalloping, using a rotation system. Ten vessels, the first to reach port before the tie-up, went to the grounds November 30, and ten more were to go every other day after that date until the fleet was at sea. This method was voted by the Union to avoid glutting the market.

At the Union session, Patrick McHugh, secretary-treasurer of the organization, suggested that scallop canning be instituted to widen the present market for the bivalves. Samples of canned scallops were distributed, and announcement was made that scallops from various beds are to be canned regularly for experimental purposes and submitted to Pure Food and Drug authorities for approval. The move reportedly has the approval of the Seafood Producers Association and other groups on the New Bedford waterfront.

Repowering, Overhauling and Refitting

The 90' *Newfoundland*, owned by Capt. John G. Murley and John Frennessey, has been at the Hathaway Machinery Co., Fairhaven, for installation of a 250 hp. Atlas engine.

The *Newfoundland* went to Peirce and Kilburn Corp., Fairhaven, for new ice and metal sheathing, and painting, after leaving Hathaway's. The same work was done by the yard in November on Knute Knutsen's 65' *Camden* and his 65' *Lady K*. Bill Collins' 85' *Ivanhoe* has had a general overhaul at Hathaway's, including work on her engine; and the 76' *Louis Thebaud*, owned by Oscar Helgeland, also has had a general going over.

Palmer Scott and Co., Inc., has reconditioned and reoutfitted the 62' dragger *Gannet*, owned by Hilliard Hiller, at its New Bedford yard, and also overhauled her engine.

The 74' scallop dragger *Dorothy and Mary* was sold at auction November 27 in New Bedford to Joseph Bouvier of that city.

Five Craft Get Depth Finders

Capt. John G. Murley's *Noreen* has been furnished with a 712Z Submarine Signal Co. Fathometer, and similar equipment has gone aboard his *Redstart*, John Salvadore's *St. Ann*, and the *Felicia*, owned by John Dallett and Son of New York City.

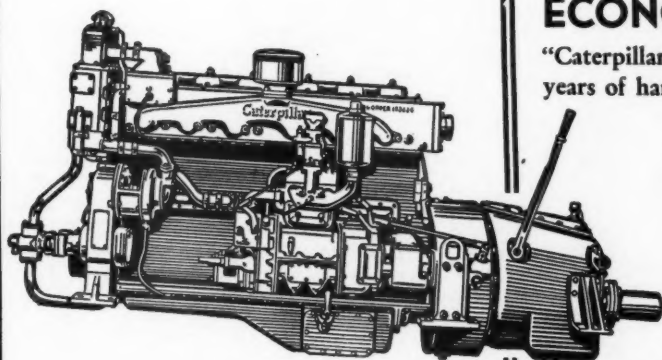
The Woods Hole Oceanographic Institution's fishing vessel *Caryn* was launched from Peirce and Kilburn's November 30 after installation of a Fathometer and completion of considerable underwater work.

"Endeavor" Runs Aground in Fog

Running aground in thick fog at Norton's Point near Edgartown, Capt. Dan Mullins and John Harrington, fishing aboard the 40' *Endeavor*, took to a dory to reach land. The dragger, owned by Capt. Mullins, was returning to port with 8,000 lbs. of fish when the accident occurred.

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Diesel Marine Engines



MODEL D13000 — 115 HORSEPOWER

Six engine sizes are available, ranging from 26 to 135 horsepower (Continuous).

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"Caterpillar" Diesels are designed and built to give you years of hard, lugging power service—yet they require little care or attention. They are famous for their economy in fuel and lubricating oil consumption. Clean, easy and economical to operate and service.

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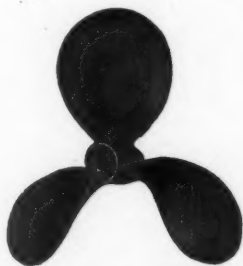
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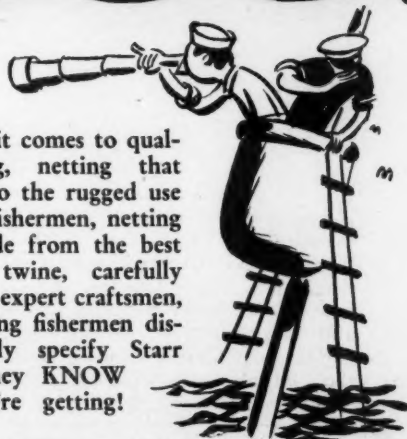
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ALWAYS GET HOME SAFELY



HYDE WINDLASS COMPANY, Bath, Maine

HERE AND THERE—
NEAR AND FAR—
FOR QUALITY NETTING—
THE ANSWER IS **STARR**

And when it comes to quality netting, netting that stands up to the rugged use of rugged fishermen, netting that is made from the best grade of twine, carefully knotted by expert craftsmen, profit seeking fishermen discriminatingly specify Starr Netting—they KNOW what they're getting!



STARR NETTING — STAR PERFORMANCE

A. M. STARR NET CO.

EAST HAMPTON . . . CONN.



Captain Albert S. Hutchins
Kennabunkport, Maine

CAPTAIN HUTCHINS Increases His Catches With FATHOMETER* JR.

"The Fathometer Jr. on my boat, the *"Clipper"*, helps me find the best fishing grounds and increase my hauls. It also is a great navigational help in heavy weather."

*Reg. U. S. Pat. Off.



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NORTH CAROLINA

Good Menhaden, Roe Mullet Catches Made

Good catches of menhaden were made November 15 in the Hatteras area as the fleet went out from Beaufort and Morehead City on its first big fishing day of the current season. Oil yield on the fatback catches was above average.

Harvey Somerset and crew, working at Tubbs Inlet near Seaside, took 6,000 lbs. of large roe mullet November 26. Loyal Varnum and Clarence Galloway of Varnum's Landing, Southport, netted 1,100 lbs. of roe mullet after fishing only a short time the same day at Holden Beach.

The first shad roe of the season was taken by Morehead City boats November 13.

Wallace, Gallant Channels Being Surveyed

Col. H. R. Cole, District Army Engineer, Wilmington, has notified Morehead City menhaden interests and Chamber of Commerce officials that surveys presently are being made of Wallace and Gallant Channels. The surveys, which are to be completed by December 15, were requested after a number of menhaden boats had experienced difficulty in navigating the channels.

Owners of North Carolina's rapidly increasing fleet of deep-sea trawlers which operate off Cape Hatteras also are interested in the deepening of the waterways.

Invents Menhaden Bailer, Loader, Counter

Grafflin S. Prather of Morehead City recently invented a hydraulic fish bailer, a boat loading device and an automatic fish counter for menhaden, which are now in production at Morris Machine Works, Baldwinville, N. Y. Known as the P & M hydraulic bailer, this equipment unloads boats by means of pumping, and is furnished in a number of sizes claimed to be capable of unloading even the largest of fish at rates ranging from 200,000 to 750,000 per hour.

The P & M hydraulic boat loading unit, which is claimed to have a capacity of 600,000 fish per hour, pumps fish from the net into the hold. This equipment is said to deliver the menhaden to the hold with a minimum amount of water, thus avoiding the necessity of "hardening up" the fish as much as with present methods.

In addition to these inventions, Mr. Prather recently patented menhaden processing machinery which works on the pressure cooker method. One of these units is expected to go into operation in the Spring.

Seafood Production Shows Increase

The take of fish and shellfish in the Southport and Atlantic-Beaufort-Morehead areas of North Carolina was 1,611,800 lbs. during the month of October, against only 979,300 lbs. in the previous month. Fish production, all of which was from the Atlantic-Beaufort-Morehead section, accounted for 1,309,600 lbs. of the total.

Testing Chemically-Treated Twine

A new type of chemically-treated twine is being tested at the U. S. fisheries biological station, Piver's Island, by Dr. Herbert F. Prytherch, Fish and Wildlife Service technologist, who is in charge. In order to note its comparison with other twines under the same conditions, untreated cotton twine and tar-treated twines are being tested with new "acetylated cotton twine". A similar test in fresh-water is being conducted in Albemarle Sound by Dr. E. W. Roelofs of the Institute of Fisheries Research.

The experiments are a cooperative project of the Institute of Fisheries Research, the Commercial Fisheries Branch of the Fish and Wildlife Service, and the Department of Agriculture.

Timothy Nelson

Timothy Nelson, 62, crewman on the *Bonner L. Willis*, died November 13 after being knocked from the craft by a striker boat. Nelson was well known among Beaufort fishermen, having fished out of the port for many years.

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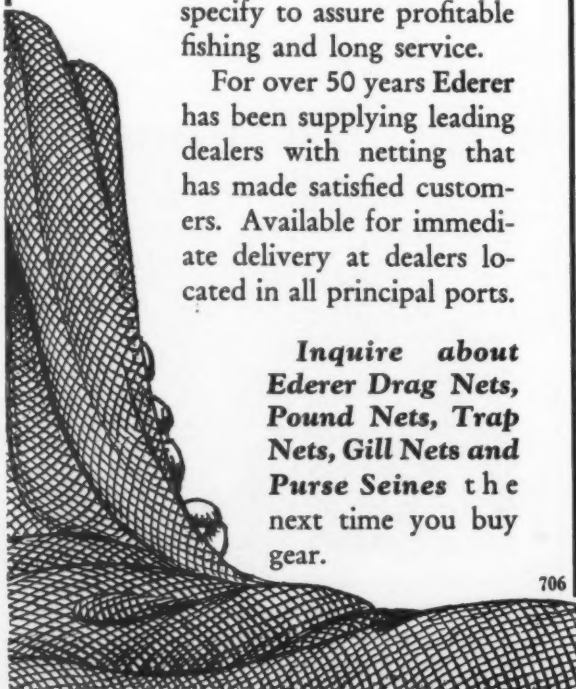
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NEW YORK

Bug Scallops Transplanted from Mill Creek

Under the supervision of the New York Conservation Department and the Town of Southold, bug scallops recently were transplanted from Mill Creek to Cutchogue and Orient Harbors. Mill Creek is reported to be the only area which had any quantity of bug scallops this year. However, scallops do not grow well in the waters of the Creek.

Bay scallops have been scarce on all of Long Island this year, and it is reported that there are no scallops on the south shore except for those in Lake Montauk. There are a few scallops scattered from Flanders Bay to Gardiners Bay, and boats there are averaging from two to eight bushels per day, for which they are receiving \$3.00 per quart on the dock.

The Department reports that close to 11,000 bushels of hard clams were removed from Northport Harbor during the recent period in which these waters were open. Since this is a condemned area, the clams were removed for transplanting.

During the two weeks when Islip Cove was opened to the taking of hard clams for transplanting purposes, October 4 through 16, a total of 2,200 bushels of these shellfish were removed. The Islip Town Board again has appropriated \$1,000 for the purchase and planting of shellfish. The Conservation Department opened Flanders Bay on November 16 to the taking of oysters and scallops by sail power.

Big Run of Snapper Haddock

During the first week of November tremendous quantities of snapper haddock appeared along the coast of Long Island. The draggers caught the fish and the ocean traps were full of them. However, the haddock were worthless from a market viewpoint due to their small size.

This year was a repetition of the last one in that mackerel were caught in tremendous quantities during November by jigging in the New York bight, between New York and New Jersey. A huge fleet of boats operated daily in this area, and the total catch by craft of both States ran into the millions of pounds.

The ocean traps adjacent to Fire Island Inlet have had a poor season this year. Although there were plenty of fish offshore, they did not come inshore close enough to be caught by the traps.

Fishery Council Displays Giant Oyster

The Fishery Council, New York City, had a two and one-quarter pound oyster, dredged from the bottom of Great South Bay, on display the middle of November. The bivalve was taken by fishermen of the South Shore Shell Food Co., and was said to be the largest ever dredged in the area.

The oyster was 10" long, and was encased in a shell 4" high and 5" across at the lip. An average oyster is 3" long, weighs a few ounces and is 1½" high. The giant was estimated to be 15 years old.

John H. Matthews to Retire

John H. Matthews, who is secretary-treasurer of Chesebro, Robbins and Graham, New York, and also is connected with several fisheries associations, plans to retire on December 31 after having devoted 52 years to the commercial fishing industry. Mr. Matthews is known as one of the foremost authorities on commercial fisheries in this country, having been engaged in many phases of fishery work. He joined Chesebro, Robbins and Graham in 1904, and has been connected with that firm continually since then except for a few years when he was engaged solely in association work.

Mr. Matthews is secretary-treasurer of the Middle Atlantic Fisheries Association, secretary of the Fishery Council, a director of the National Fisheries Institute, and has been a member of the American Fisheries Society.

International Commission

(Continued from page 15)

pletion of European Banks will result in a shift in the operations of many European vessels to the Northwest Atlantic.

With the expected heavy exploitation of the fisheries of the Northwest Atlantic, the question of maintaining the highest possible level of productivity becomes increasingly important and urgent. The present scarcity of fish on the New England Banks, and the probable increase in fishing pressure by our own and by foreign vessels, indicates the extreme value of providing means for determining if the decline of the fisheries can be stopped and if production can be increased in the future.

Would Base Regulations on Research

Fishery biologists are certain that the protection of small haddock would substantially increase the future landings. A great deal of research would of course be necessary to find out how other increases, for haddock and for other species, could be obtained. To put into effect any changes which, as a result of such research, are found to be useful in increasing the production of these fisheries, some sort of regulation would be necessary inasmuch as voluntary changes have little chance of success.

The off-shore fishing banks of the Northwestern Atlantic are fished by nationals of many countries besides the United States. Thus, if the various New England States, or the Federal Government, regulated the fishing methods to be used by United States fishermen, while the other countries were free to use whatever methods they wished, little help would be afforded the fisheries. Regulations, therefore, must be put into effect by agreement of the various countries who, at present and in the future, fish the banks of the Northwest Atlantic.

Scientific study of these fisheries, a prerequisite to any regulations, would also be undertaken best on an international scale, with a pooling of scientific facilities and the knowledge of fishery experts of all the interested countries.

It is emphasized that the purpose of any regulations, which might grow out of scientific study following an international fisheries agreement, would be designed to increase the sustained production of these fisheries. It is not contemplated that any regulation would be recommended without adequate scientific evidence proving that the proposed measure will actually serve that purpose.

Previous International Conferences

International interest in certain fisheries of the North Atlantic Ocean is evidenced by the fact that for centuries the nationals of North American and western and southern European countries have fished portions of this important area. As a result of such interest, a number of treaties dealing with accessory rights on shore and in adjacent waters have been developed and adjusted from time to time over the years. Until recently, however, consideration was not given to the desirability of formal international cooperation in conservation and development.

The increasing recognition of the seriousness of the existing and potential depletion of commercially important species of fish in the North Atlantic resulted in an international conference in London in 1937. It was, at that time, considered feasible to treat the entire North Atlantic as a single conservation unit. The International Convention for the Regulation of Meshes of Fishing Nets and the Size Limits of Fish which was concluded at this conference was accordingly designed to apply to the entire North Atlantic.

The 1937 Convention did not enter into force and the British Government, therefore, convened other international conferences in London in October 1943 and April 1946 to reconsider this general problem. The United States was represented by an observer delegation at these International Overfishing Conferences. After discussions with the other States contiguous to the Northwest Atlantic, the United States suggested that there were actually two areas in the North Atlantic which were readily separable because of the nationals concerned and the problems involved. It was therefore proposed that consideration be given to the desirability of separate treatment for the Northeast and Northwest Atlantic. The agreement of the 1946 Conference to this concept is evidenced by the fact that the Convention which resulted from the work of the Conference set the western boundary of the Convention area at 42 degrees west longitude.

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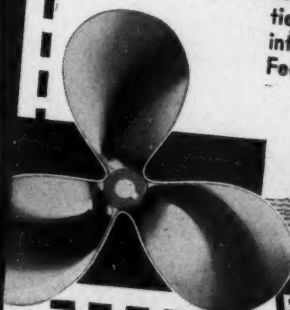
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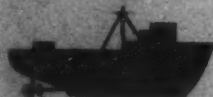
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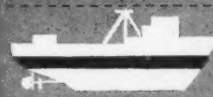
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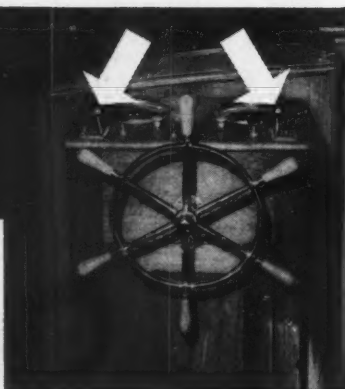
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Fish Landings for Month of November

(Hailing fares. Figure after name indicates number of trips.)

PORTLAND

Albert (1)	7,000	Evzone (2)	77,000
Alert (1)	7,000	Leah F. (2)	70,000
Alice M. Doughty (5)	216,000	Machonoch (1)	19,000
Andarte (1)	38,000	Nautilus (2)	102,000
Austin (1)	15,000	Notre Dame (1)	40,000
Carolyn & Priscilla (2)	197,000	Onward (3)	8,000
Chanco (1)	70,000	Phyllis & Mary (1)	8,000
Cherokee (1)	30,000	Vagabond (4)	142,000
Elinor & Jean (3)	48,000	Vandal (3)	150,000
Ethelina (2)	51,000	Willard Daggett (3)	45,000

NEW BEDFORD

Adventurer (3)	64,000	Lainee K. (3)	46,100
Agda (2)	17,900	Leah F. (2)	119,500
Alice May (2)	13,200	Lera G. (1)	12,700
Alva (1)	11,800	Liberty (2)	24,100
Angenette (3)	10,000	Liboria C. (1)	14,100
Anna (4)	44,100	Lt. Thomas Minor (2)	37,600
Anna C. Perry (4)	65,500	Lois (1)	4,200
Anna Marie (1)	6,200	Louise (1)	42,500
Annie Louise (2)	20,000	Madeline (4)	26,200
Annie M. Jackson (2)	44,400	Magellan (3)	13,600
Ann & Marie (2)	10,800	Major J. Casey (2)	85,300
Baby Doll (4)	24,300	Malvina B. (2)	47,700
Barbara (3)	79,800	Maria Julia (3)	35,600
Barbara C. Angell (1)	84,100	Marie & Katherine (1)	13,000
Barbara M. (3)	85,400	Martha E. Murley (1)	20,800
Barracuda (2)	29,400	Mary E. (2)	9,500
Bernice (3)	20,400	Mary J. Hayes (2)	81,700
Bozo (1)	3,700	Mary & Joan (1)	43,000
Capt. Deebold (3)	46,700	Mary M. (4)	39,800
Carl Henry (2)	117,000	Mildred & Myra (2)	32,500
Catherine T. (3)	144,000	Minnie V. (4)	60,900
Charles E. Beckman (4)	63,500	Mishum (2)	13,400
Charlote (3)	34,900	Molly & Jane (2)	55,800
Christina J. (1)	25,000	Nellie (3)	32,500
Christine & Dan (2)	16,600	Noreen (4)	190,200
Clara T. (1)	6,000	Paolina (3)	162,000
Clifton (3)	18,100	Papoose (3)	36,900
Clinton (2)	19,000	Patsy (1)	3,600
Clipper (1)	55,000	Pauline H. (2)	90,800
Connie F. (3)	68,600	Penguin (4)	97,600
Dauntless (1)	15,000	Petrel (3)	32,500
Doris Gertrude (3)	42,800	Phyllis J. (3)	50,100
Dorothy (1)	2,700	Pilhasca (1)	6,400
Driftwood (4)	41,700	Portugal (1)	20,200
Ebenezer (3)	12,900	Princess (2)	38,200
Edith (3)	32,100	Prosperity (3)	20,700
Elva & Estelle (4)	53,500	Reneva (2)	44,800
Elva L. Beale (2)	16,600	Rita (1)	18,000
Etta K. (5)	55,800	Rose Jarvis (2)	10,000
Eugene & Rose (3)	76,800	Rose Marie (1)	18,400
Fairweather (1)	17,500	Rosemary V. (2)	14,400
Fan & Mary (1)	20,900	Rosie II (1)	23,900
Fannie Parnell (2)	7,100	St. Anthony (3)	48,500
Frank Grinnell (4)	56,500	Sandra & Jean (2)	36,000
Fred Henry (3)	20,700	Sankaty Head (1)	8,200
Gannet (2)	57,600	Sea Ranger (2)	73,500
Gertrude D. (3)	73,700	Seraphina (3)	12,900
Gladys & Mary (3)	152,800	Sister Alice (3)	52,300
Grayling (4)	18,900	Solveig J. (3)	111,500
Gull (1)	7,500	Southern Cross (2)	42,400
Harmony (3)	45,900	Stanley B. Butler (2)	91,400
Harvest (1)	4,800	Sunapee (1)	2,000
Helen Mae (3)	21,700	Susie O. Carver (1)	24,000
Hope (4)	49,300	The Friars (1)	17,700
Huntington Sanford (2)	20,900	Theresa (1)	18,800
Inver (2)	60,300	Three Pals (3)	48,600
Ivanhoe (4)	88,400	Two Brothers (2)	27,500
Jacintha (2)	94,300	Two Brothers (R.I.) (1)	26,200
Janet (1)	52,000	Victor Johnson (3)	74,600
Janet Elise (2)	20,000	Viking (4)	89,700
Janet & Jean (1)	7,400	Viking (small) (1)	1,800
J. Henry Smith (2)	16,500	Virginia (2)	98,500
Joan & Ursula (3)	101,500	Wamsutta (2)	58,000
John G. Murley (2)	108,300	Whaler (1)	30,500
Josephine & Mary (2)	86,000	Wild Duck (3)	146,000
June Bride (2)	37,600	Winifred M. (3)	33,700
Junojas (3)	133,000		
Kelbarsam (3)	38,500		

Scallop Landings (Gallons)

Abram H. (1)	1,000	Gay Head (1)	500
Adele K. (1)	1,000	Growler (1)	1,000
Alice Hathaway (1)	330	Irene & Mabel (1)	750
Alpar (1)	1,000	Jerry & Jimmy (2)	1,200
Amelia (1)	800	Kingfisher (1)	950
Antonina (1)	1,000	Liboria C. (1)	450
Antonio (1)	350	Linus S. Eldridge (1)	1,000
Arthur L. (1)	1,000	Lubenray (1)	1,000
Bobby & Harvey (1)	1,000	Mabel Mae (1)	800
Bright Star (1)	1,000	Malene & Marie (1)	1,050
Camden (1)	1,100	Marie & Katherine (1)	1,000
Carol & Estelle (2)	1,300	Mary Canas (1)	600
Catherine & Mary (2)	1,450	Mary J. Landry (1)	1,000
Charles S. Ashley (1)	1,000	Mary R. Mullins (1)	1,000
Dagny (1)	1,000	Mary Tapper (1)	1,000
Dorothy & Mary (1)	250	Moonlight (1)	1,000
Elizabeth N. (1)	800	Muriel & Russell (1)	900
Fairhaven (1)	1,000	New Bedford (1)	1,000
Flamingo (2)	2,000	Newfoundland (1)	1,000
Four Sisters (1)	950	Palestine (1)	400
Francis J. Manta (1)	900	Pearl Harbor (1)	1,000
Friendship (1)	900	Pelican (1)	1,100

Ramona (1)	150	Ursula M. Norton (1)	1,000
Red Start (1)	1,000	Venture I (1)	700
St. Ann (1)	600	Virginia & Joan (1)	400
Sea Hawk (1)	650	Whaler (1)	1,000
Shannon (1)	450	Wm. D. Eldridge (1)	1,000
*The Friars (1)	900	Wm. H. Killigrew (1)	1,000

NEW YORK

Carol & Dennis (1)	5,500	Rita (1)	5,500
Felicia (2)	121,600	Teresa & Jean (3)	519,000
Mary Ellen (2)	195,000	Theresa (1)	5,500
Paolina (1)	26,000	Tina (1)	35,000
Portugal (1)	54,500	Wm. D. Mangold (1)	11,400

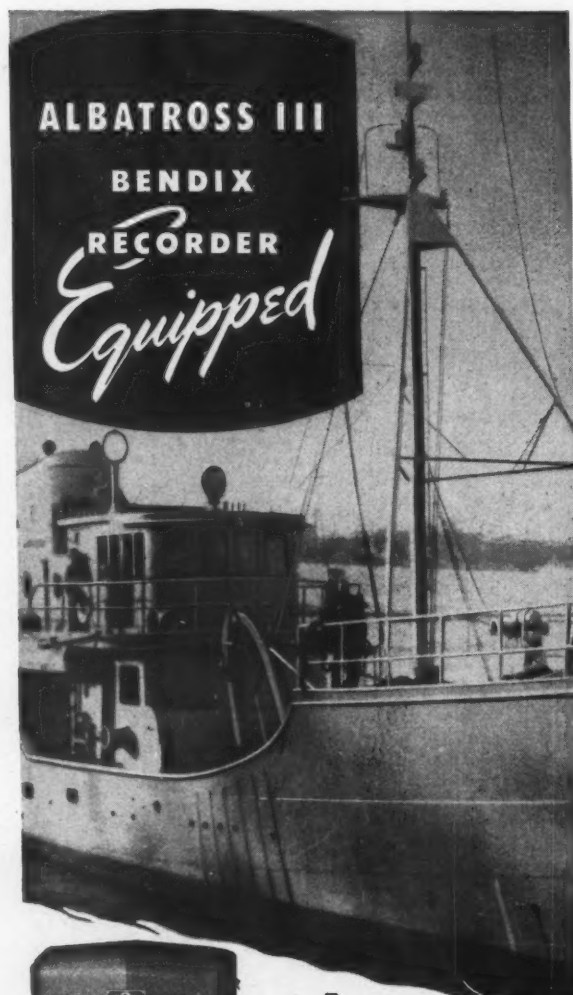
Scallop Landings (Gallons)

Buzzy & Billy (1)	1,000	Norseman (1)	875
Catherine C. (2)	1,400	Olive M. Williams (1)	800
Choctaw (1)	300	Peerless (1)	800
David A. (1)	700	Rainbow (1)	600
Florence B. (1)	1,000	Richard Lance (1)	700
Gloria F. (1)	500	Rockaway Belle (1)	120
Julia K. (1)	300	Sunapee (1)	150
Maridor (1)	400	Whaling City (1)	600
Mary Anne (1)	270		

BOSTON

Acme (7)	42,700	Maria Guiseppe (1)	5,200
Addie Mae (7)	34,100	Marietta & Mary (4)	125,000
Adventure (2)	184,000	Marjorie (3)	38,000
Agatha & Patricia (3)	146,700	Marjorie Parker (1)	32,000
Alphonso (5)	42,400	Marsala (3)	75,400
America (1)	22,700	Mary & Jennie (3)	33,200
American Eagle (3)	75,800	Mary & Joan (1)	46,000
Annie & Josie (5)	39,800	Mary W. (1)	20,100
Arlington (3)	278,900	M. C. Ballard (1)	61,100
Atlantic (3)	220,100	Michael G. (3)	12,300
Ave Maria (Dragger) (6)	40,400	Michigan (3)	298,600
Barbara C. Angell (1)	68,600	Nancy B. (4)	111,600
Bay (3)	167,000	Nancy F. (2)	55,100
Billow (3)	287,300	Natale III (4)	157,000
Bonnie (2)	233,300	Neptune (3)	229,100
Breaker (3)	256,000	North Star (3)	76,600
Breeze (2)	154,700	Nova Antonio (2)	24,800
California (2)	50,900	Nyoda (1)	9,400
Calm (3)	317,300	Ocean (2)	190,000
Cambridge (3)	350,300	Ohio (3)	282,500
Carlo & Vince (1)	27,400	Olympia (4)	149,400
Carmela Maria (Dragger) (3)	72,600	Olympia La Rosa (3)	123,700
Carmela Maria (L. Tr'ler) (3)	22,000	Paolina (1)	4,100
Carole June (2)	134,000	Phantom (2)	195,800
Catherine B. (Dragger) (3)	110,500	Phyllis & Mary (1)	14,100
Catherine B. (L. Tr'ler) (6)	44,200	Pioneer (4)	50,800
Charlotte M. (2)	103,300	Plymouth (3)	261,700
Cigar Joe (5)	117,600	Princess (5)	35,800
Clipper (2)	84,900	Quincy (2)	166,300
Cormorant (2)	234,500	Racer (2)	158,900
Crest (2)	112,700	Raymonde (1)	67,000
Delaware (3)	314,000	Red Jacket (3)	243,900
Diana C. (5)	106,100	Richard J. Nunan (2)	57,200
Dorchester (3)	159,300	Robert & Edwin (2)	8,200
Drift (2)	201,500	Roma (4)	23,500
Eddie & Lulu M. (3)	11,500	Rosalie D. Morse (1)	90,500
Elizabeth B. (3)	228,600	Rose & Lucy (1)	23,000
Esther M. (3)	245,900	Rosemarie (2)	52,000
Estrela (3)	246,700	Rose Mary (4)	37,600
Ethel (1)	2,500	Rosie (6)	52,200
Famiglia (3)	65,400	Rosie & Gracie (2)	50,300
Fanny F. Hickey (6)	79,500	Rush (3)	190,000
Flow (2)	343,500	St. Anna (4)	41,700
Flying Cloud (3)	340,500	St. Francis (4)	28,400
4-A-608 (2)	4,600	St. Joseph (Dragger) (3)	87,400
4-C-887 (1)	1,200	St. Joseph (L. Tr'ler) (3)	29,200
4-G-370 (1)	6,400	St. Michael (L. Tr'ler) (2)	10,600
4-H-823 (2)	15,100	St. Michael Angelo (3)	7,600
Francesca (4)	42,400	St. Peter (1)	29,000
Frances R. (1)	24,500	St. Peter II (2)	96,600
Frankie & Rose (3)	71,300	St. Providence (1)	7,300
Gloucester (1)	14,000	St. Theresa (4)	14,300
Hazel B. (2)	104,500	Salvator (1)	40,700
Helen M. (1)	38,000	Salvatore & Grace (3)	76,800
Ida & Joseph (4)	130,400	San Antonio (2)	27,400
Immaculate Conception (3)	45,200	San Calogero (6)	78,300
J. B. Junior (3)	140,500	Santa Lucia (4)	14,300
J. B. Junior II (2)	6,800	Santa Rita (2)	24,900
Jennie & Lucia (1)	14,700	Santina D. (1)	11,800
Joe D'Ambrosio (4)	23,800	Savoia (3)	40,300
Josephine Ess (3)	243,800	Sea Fox (1)	13,700
Josephine F. (4)	24,700	Sebastiano & Figli (6)	48,600
Josephine P. II (4)	145,200	Seraphina N. (1)	14,100
Josie (2)	4,600	Seraphina II (2)	56,900
Katie D. (2)	116,500	Six Brothers II (2)	9,300
Lark (3)	229,700	Squall (3)	303,800
Leonarda (1)	2,700	Storm (2)	181,300
Leonard & Nancy (3)	114,600	Surge (2)	162,900
Little Nancy (4)	112,200	Swell (3)	278,500
Lorine III (3)	91,800	Tern (2)	156,800
Lucky Star (1)	106,400	Texas (3)	286,700
Lynn (3)	240,600	Thomas D. (2)	169,300
Maine (3)	329,500	Thomas Whalen (2)	168,500
Margaret & Marie (1)	4,500	Tide (2)	185,600
Marge & Pat II (2)	236,500	Triton (3)	268,200
Maria del Soccorso (4)	27,000	Two Pals (5)	46,800

(Continued on page 42)



In the few short months since the U. S. Fish & Wildlife Service commissioned the new deep-sea research vessel, the M/V Albatross III, its success has been firmly established. To a considerable extent, the effectiveness of her operation is due to the fact that she has been equipped with the most modern devices known for navigating, locating fish, setting and hauling nets and quick-freezing the catch.

Our government is to be congratulated on this forward step which will, through the ultimate improvement of fishing techniques, materially contribute to the food supply of our country and the world.

We are justly proud that government engineers, in their search for the best possible tools with which to do this job, selected the time-tested Bendix Depth Recorder to search the ocean depths. We know that their confidence in this equipment will be merited and that its dependable operation will be a credit to the Albatross III.

CHOOSE THE BENDIX RECORDER THAT FITS YOUR WORK



MODEL DR-5
200 Feet—
200 Fathoms



MODEL DR-6
400 Feet—
400 Fathoms



MODEL DR-8A
50 Feet—
50 Fathoms



BANTAM
100 Fathoms

Pacific Division

Bendix Aviation Corporation

NORTH HAVEN, CONNECTICUT

EAST COAST OFFICE: 475 FIFTH AVE., NEW YORK 17, N.Y.
EXPORT AGENTS: BENDIX INTERNATIONAL, 72 5TH AVE., NEW YORK 11, N.Y.

(Continued from page 41)

Uncle Guy (3)	69,100	Wm. J. O'Brien (2)	202,000
Victory II (1)	13,000	Winchester (2)	216,700
Wave (2)	152,000	Winthrop (2)	164,500
Weymouth (3)	223,000	Yankee (2)	45,500

GLOUCESTER

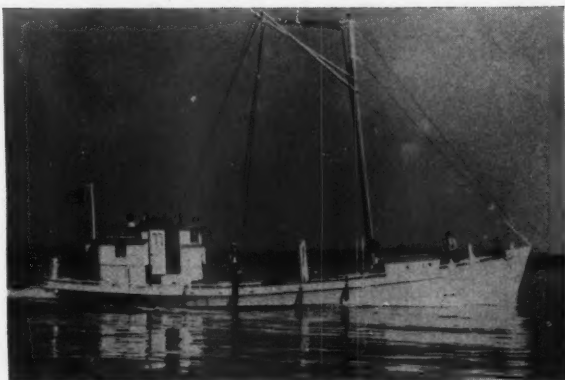
Agnes & Myrnie (3)	20,000	Malolo (2)	152,000
Albatross (2)	311,000	Manuel F. Roderick (2)	130,000
America (4)	70,000	Manuel P. Domingos (2)	209,000
American Eagle (3)	93,600	Maria Immaculata (2)	12,500
Angie & Florence (4)	87,000	Marie & Winifred (2)	89,000
Anna Guarino (3)	11,500	Marion & Alice (1)	40,000
Annie (3)	18,500	Maris Stella (2)	325,000
Anthony & Josephine (7)	51,500	Mary (8)	54,500
Ariel (2)	21,000	Mary A. (2)	33,000
Austin W. (1)	25,500	Mary F. Curtis (3)	156,500
Ave Maria (2)	127,000	Mary & Josephine (2)	410,000
Babe Sears (2)	215,000	Mary Rose (2)	129,000
Baby Rose (2)	204,000	Mary W. (1)	27,500
Barbara C. (5)	33,000	Mocking Bird (1)	128,000
Benjamin C. (2)	396,000	Mother Ann (2)	290,000
Bernie & Bessie (2)	4,000	Nancy F. (1)	4,000
B. Estelle Burke (2)	105,000	Natale III (1)	17,000
Bonaventure (4)	179,000	New Bay (1)	164,000
California (2)	19,000	No More (4)	20,000
Calista D. Morrill (3)	12,000	North Star (1)	16,000
Carlo & Vince (2)	18,000	Novelty (7)	35,500
Carol Ann (2)	262,000	Nyoda (4)	49,000
Caroline & Mary (1)	135,000	Olivia Brown (2)	83,000
Catherine Amiraault (1)	21,000	Pam Ann (2)	198,000
Charles M. Fauci Jr. (1)	153,000	Pan Trades Andros (2)	382,000
Chebeague (3)	24,000	Paul Howard (2)	150,000
Columbia (1)	200,000	Philip & Grace (2)	250,000
Conquest (2)	337,000	Phyllis & Mary (4)	36,500
Corinthian (2)	301,000	Pilgrim (2)	310,000
Curlew (2)	376,000	P. K. Hunt (1)	90,000
Dartmouth (2)	227,000	Pollyanna (1)	110,000
Dolphin (Glou.) (2)	215,000	Portugal (1)	35,000
Doris F. Amero (2)	110,000	Positive (2)	328,000
Edith L. Boudreau (1)	32,000	Priscilla (2)	11,000
Ellen Jean (1)	3,500	Puritan (2)	95,000
Emily Brown (2)	399,000	Raymonde (1)	57,000
Emma Maria (3)	11,500	Redskin (1)	80,000
Eva II (1)	2,500	R. Eugene Ashley (2)	77,000
Evalina M. Goulart (2)	90,000	Rita B. (1)	43,000
Evelyn A. (2)	14,000	Robert & Edwin (1)	7,000
Evelyn G. Sears (3)	91,500	Roma II (1)	2,000
Falcon (2)	73,000	Ronald & Mary Jane (2)	326,000
Felicia (2)	400,000	Rose & Lucy (3)	42,000
Florence & Lee (1)	220,000	Rosemarie (3)	63,000
Frances R. (3)	71,000	St. Anthony (2)	56,000
Frankie & Rose (1)	13,000	St. Christopher (2)	309,000
Gaetano S. (1)	103,000	St. Joseph (2)	18,000
Gertrude E. (4)	11,500	St. Nicholas (2)	362,000
G. N. Soffron (3)	271,000	St. Peter (2)	19,500
Golden Eagle (2)	286,000	St. Peter II (1)	30,100
Gov. Al Smith (2)	169,000	St. Providenza (7)	72,000
Helen M. (3)	53,000	St. Rosalie (3)	65,000
Hilda Garston (2)	324,000	St. Victoria (3)	262,000
Holy Family (2)	210,000	Sacred Heart (2)	23,000
Ida & Joseph (1)	15,000	Salvatore (2)	35,000
Irma Virginia (4)	36,600	Salvatore & Grace (2)	16,000
Jackson & Arthur (6)	44,000	Santa Maria (2)	35,000
J. B. Junior (6)	104,000	Sea Hawk (3)	121,000
Jennie & Julia (4)	82,000	Sea Queen (1)	42,000
Jennie & Lucia (2)	46,000	Sebastiana C. (2)	150,000
Johnny Baby (4)	11,000	Serafina N. (2)	45,000
Joseph & Lucia (2)	269,000	Serafina II (5)	66,000
Joseph S. Mattos (1)	25,000	Skillogolee (2)	46,000
Josie II (5)	34,200	Sunlight (2)	245,000
Julie Ann (2)	381,000	Superior (2)	236,000
Killarney (2)	335,000	Sylvester Whalen (1)	180,000
Kingfisher (2)	422,000	Theresa M. Boudreau (2)	407,000
Kurta (6)	13,000	Theresa R. (2)	190,000
Lady of Good Voyage (2)	100,000	Thos. J. Carroll (2)	131,000
Leretha (2)	125,500	Tina B. (1)	35,000
Lucretia (5)	32,000	Trimembral (4)	23,000
Madame X (1)	2,500	V-E Day (2)	444,000
Madonna (5)	56,000	We Three (4)	24,000
Magellan (2)	114,000	Yankee (1)	3,000

"Albatross" Makes Census of Demersal Fish

During a trip the latter part of October and early in November, the fishery research vessel *Albatross III* made a census of the numbers and distribution of the demersal fish on the continental shelf in the area between a line south from Martha's Vineyard and the Hudson Canyon. In addition, collaborating scientists from the Woods Hole Oceanographic Institution made further tests of a "sea sampler" and investigated water currents on the edge of the continental shelf. A third project was the continuation of the study of the effect of waste acid disposal off New York City.

On November 3 the craft put in to Fulton Market, New York. The ship was open for inspection on the afternoon of that day, and on November 4 she sailed for a short demonstration cruise with invited guests from the New York City area.

Scientists of the Fish and Wildlife Service's research laboratory at Woods Hole, Mass., working aboard the *Albatross III*, continued studies of nets designed to save small fish on a two-day cruise the middle of November. The vessel fished in the area 10 miles south of Martha's Vineyard, and a special experimental net having four cod ends was used.



The 60.5' oyster dredge "Wm. B. Tension" owned by J. C. Lore and Sons, Solomons, Md. She is powered by a 165 hp. Gray Diesel and has a capacity of 1200 bu.

Seed Oyster Grounds

(Continued from page 18)

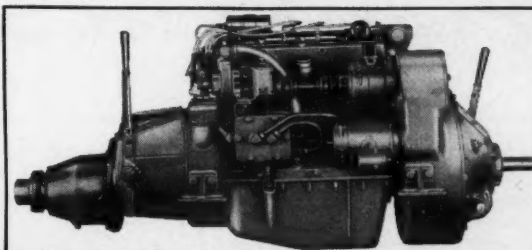
eral. It appears, therefore, necessary to make a thorough study of the James River seed oyster grounds in order to determine conditions that should be maintained to ensure their sustained productivity. The problem is complex and difficult, but not unsolvable. The project would require annual expenditures of but a small fraction of the cost of the huge engineering project. (The Atlantic States Marine Fisheries Commission has since reported a preliminary study of this nature.)

Protection Against Pollution

Protection of shellfish grounds against pollution is a difficult and frequently a thankless job. The economic benefits to local communities derived from pulp mills, oil wells, and other industrial developments, which are primarily responsible for the pollution of coastal waters, may far exceed local benefits obtained from fishing and the processing of fishing products. There is no question as to the economic importance of mineral developments or of the manufacturing industries. The primary concern of all should be the working out of methods which would permit the coexistence of the various industries. This goal may be achieved by research in the problems of utilization of industrial by-products, by developing safe methods of disposal of those poisonous industrial wastes which must be discarded, and by enforcing of antipollution laws.

Considerable progress has been made along these lines. Organizations for the abatement of pollution have recently brought to the fore evidence that many of our streams can and eventually will be made safe for aquatic life. There is need, however, of more attention to pollution of our coastal waters where industrial development is taking place at a rapid rate. In the past the Service has conducted many studies on the effect of various types of pollution on the aquatic life of our bays and estuaries. No investigation or study conducted by a Governmental agency brings practical results unless the way is found to apply the findings in practice. The Federal Government has been lacking in authority to enforce antipollution measures. Protection of our shellfish-producing water bottoms from the destruction brought about by industrial pollution, particularly the guarding of our seed oyster grounds, is vital for the continuation of the oyster industry.

In summarizing, the Service believes that, because of the prohibitive cost of large scale operations, it appears more advantageous for the State Governments to concentrate their efforts on their seed oyster grounds. The following measures seem to be most desirable: protection and development of the seed oyster grounds from which seed oysters may be taken by private planters; adoption of a practical system of State management of these grounds under which the public funds invested in rehabilitation be returned through a tax imposed on seed oysters taken by private planters; and the encouragement of private planting by liberalizing leasing laws, reclassification of public grounds, and establishment of experimental or demonstration oyster farms.



THE BOATS THAT MAKE THE MONEY ALWAYS HAVE THE GOOD ENGINES!

These Gray Features are Famous all over the World!

1. Available in Lugger and Express Series. 16 to 200 H.P.
2. Thermogard Automatic Heat Control. Makes engines idle and run better at all speeds regardless of water temperature.
3. Oversize Reverse Gears. To handle the heavy loads.
4. Choice of Reduction Gear Ratios. 1.5:1, 2:1, 2.5:1, 3:1, 3.5:1 and 5:1.
5. Twin Disc Power Take-off. Built integral with engine in type supplied by Gray for years. Available in all models.
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PUMPS

"TOUGHEST PUMP WE'VE EVER USED"

There are mighty good reasons why boatowners are praising the MP Bilge Pump; it stands the gaff year in, year out — outlasts, outperforms. It is erosion and corrosion proof; handles a high content of dirt and fish scales and likes it.

—That's what Fishermen say.

AN ALL-PURPOSE PUMP

Combines engine cooling, water for bait tanks, washing down decks, flushing holds, it's the boat handy-man.

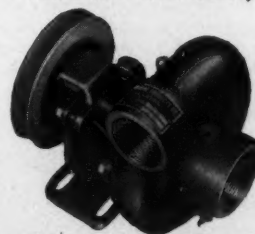
COMPACT—STAUNCH

Built in 4 sizes; capacity from 15 to 280 gallons per minute. Bronze-built in vital parts. Base is slotted for easy belt tension adjustment. Its open-type, high capacity, perfectly balanced impeller pulls more with less power. Ball bearing is grease-packed for life; handy drain cock gives easy draining in freezing weather. Built to easily, quickly replace any make or

BELT DRIVEN PUMPS

ELECTRIC MOTOR DRIVEN PUMPS

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model. Comes complete with pulley and mounting brackets ready for use.

PUMPS! PUMPS! PUMPS!

Marine Products builds a pump for practically every purpose, land and sea. 125 different models. Over 300,000 in service.

GASOLINE DRIVEN PUMPS



Engineered Pumps

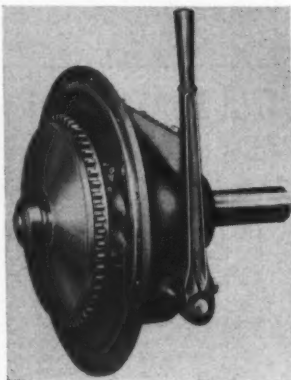
MARINE PRODUCTS COMPANY

Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Snow-Nabstedt Power Take-Off Clutch

The first of a new line of power take-off clutches manufactured by Snow-Nabstedt Gear Corp., Hamden, Conn., now is available through authorized distributors. This type clutch may be operated at any speed and is capable of delivering 80 hp. for gasoline engines and 65 hp. for Diesels at 1200 rpm. It is supplied in SAE No. 2 or No. 3 bell housing and is of dry-disc type rigidly supported with ball and Timken tapered roller bearings. Extensive tests on heavy-duty Diesel engines are said to have shown this type clutch capable of withstanding excessive abuse.



Model 1041, the new Snow-Nabstedt power take-off clutch.

A swing type cover makes grease fittings easily accessible and the adjustment of this clutch is simple. The length and diameter of the output shaft, as well as mounting adaptations, will be supplied to meet customers' special requirements. Additional information is available from the manufacturer in Bulletin No. 1041.

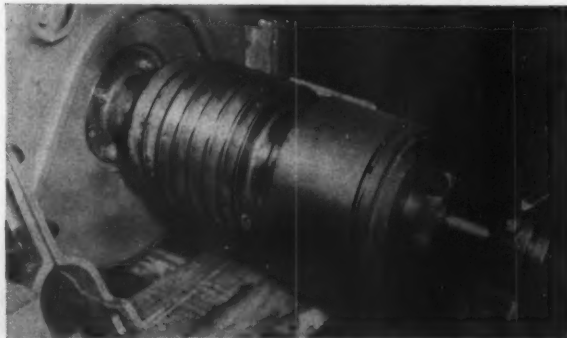
Chrysler Nation-Wide Parts Service

Four large marine parts depots, strategically located in Marysville, Mich.; Newark, Del.; San Leandro, Cal.; and Atlanta, Ga. form the nucleus around which the nation-wide network of Chrysler marine engine dealers is supplied.

These depots are maintained to offer continual availability of all Chrysler marine engine parts to boat operators on all important coastal and inland waterways in the United States. This parts and service system enables each dealer to maintain a balanced stock of factory-engineered and tested parts to offer quick maintenance for all Chrysler powered boats.

Kinney Makes Small Power Take-Off

Kinney Manufacturing Co., Boston, Mass., has developed a new small forward-end power take-off, Model 2-5SX, designed to aid lobstermen and other users of light marine engines in fully utilizing their power plants. This packaged unit is furnished with ground shaft, adapter coupling and outboard bearing and is adaptable to practically all light engines. The sheave is ball bearing mounted, making a compact, integral unit, totally enclosed against the weather and unaffected by speed of operation. Adjustment is accomplished by a turn of the case front.



The Kinney Model 2-5SX power take-off for small engines.

Ederer Issues Netting Reference Book

R. J. Ederer Co., 540 Orleans St., Chicago 10, Ill., manufacturer of fish netting since 1881, has published a 52-page, two-color booklet entitled, "Commercial Fishermen's Reference Book". Available to the trade through the Ederer Company, its representatives or distributors, this booklet is intended to give an over-all picture of the use of fish netting and is believed to be the most comprehensive work on the subject ever published.

Every page is illustrated and contains a wealth of information on the construction and use of various kinds of nets employed by commercial fishermen on both coasts of North America, the Great Lakes and the Gulf of Mexico. To better acquaint fishermen with the many uses of netting, the booklet shows numerous general diagrams of nets, gives dimensions, mesh sizes, twine sizes, and information on the methods of fishing the various nets. It also has sections on how to mend nets, twine and rope for nets, how to order nets, and knots for the men who use nets.

Nordberg Diesel Bulletin Available

Bulletin 161 covering Nordberg Diesel engines of the FS-9 and FS-13 series is available from Nordberg Manufacturing Co., Milwaukee 7, Wis. This new, 12-page bulletin gives design and operating features of Nordberg four-cycle Diesel engines in 9" and 13" cylinder sizes providing a power range from 150 to 1370 hp. for a wide variety of marine services ranging from self-contained portable power units to permanent installations and auxiliary units for large vessels. Specifications and dimensions of FS-9 and FS-13 engines also are given.

Wickwire Catalog on Wire Rope

A new Wickwire rope catalog, being distributed by The Colorado Fuel and Iron Corp., Wickwire Spencer Steel Div., 500 Fifth Ave., New York 18, N. Y., offers a different approach to a difficult subject—the selection of the right wire rope for a particular service condition. This catalog is being issued on the fiftieth anniversary of wire rope making at the Wickwire rope mill at Palmer, Mass.

New charts, tables, drawings and photographs have been included in the catalog to present a fresh slant on wire rope. The text has been written so it is pleasing to the technical man and is still understandable to the layman. There are three indexes that permit quick reference to the contents. The first section covers the characteristics of wire rope. The second section has been divided into six parts, describing wire rope for specific industries. The third section deals with the highly important subject, the care and handling of wire rope.

In the second section, one of the six parts covers marine and fishing ropes used for trawling, rigging, tillers, towing hawsers and mooring lines. The construction of these ropes and size-weight-strength ratio tables are included.



The Wickwire rope catalog.

Marine Products Clutch Driven Pumps

Marine Products Co., 515 Lyncaste, Detroit 14, Mich., now has a new, heavy-duty line of clutch driven pumps in all bronze construction.

Sizes are for 1½" and 2" pipe. The range is up to 300 gpm. Pressures at reduced flows are approximately 25 lbs.

Model 3800 is a high efficiency, straight centrifugal pump, in right and left hand rotation. Model 3841 is a reversible pump

(Continued on page 46)

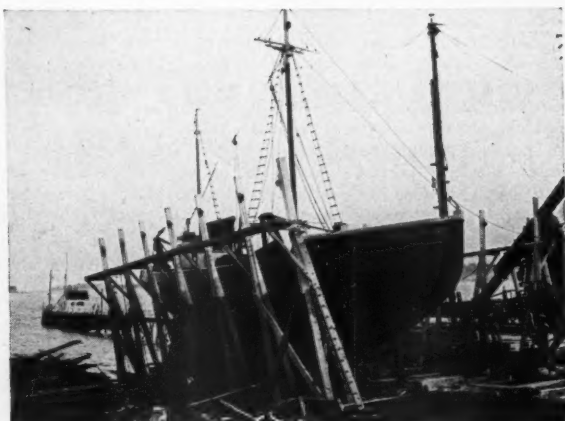
Fishing Boat on Vacation . . . All Dressed Up in Her Sunday Clothes

Colorfully bedecked in gay holiday attire the "New England" takes time off from her daily fishing duties for the "Blessing of the Fleet" at Provincetown, Massachusetts.

On the job or at play owner Joseph Martin is well satisfied with the capable, dependable performance of her D13000 CATERPILLAR Marine Engine and prompt, friendly PEMCO Service.



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Our all-around service includes all types of engine overhauling and repairs, rigging service, hull repairs and alterations, electrical work, etc. Your entire job can be done quickly in our yard by experienced men.

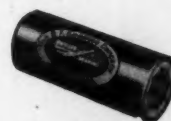
FRANK L. **SAMPLE** JR., INC.
Shipbuilders
BOOTHBAY HARBOR, MAINE



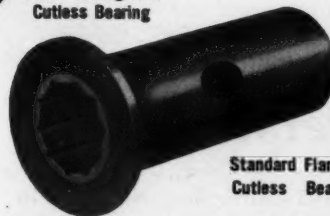
B. F. GOODRICH CUTLESS RUBBER BEARINGS *For Propeller Shafts*



Stern Bearing with
Cutless Bearing



Standard Cutless
Bearing



Standard Flanged
Cutless Bearing

Water lubricated Cutless rubber bearings provide smooth, quiet operation on fishing vessels. Outlast all other bearings by as much as 15 to 1. Save shafts—save time—save money. Most sizes in stock for immediate delivery.

Available from Boat Repair Yards and Marine Equipment Dealers. For More Information Write Dept. AF

Lucian Q. Moffitt, Inc.
AKRON 8, OHIO

Engineers and National Distributors

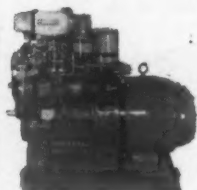
Big News for Fishermen!

Announcing A NEW LINE OF UNIVERSAL 100% DIESEL- ELECTRIC PLANTS

A Complete, Selective Line of Diesel and Gasoline Powered True-Marine Models! Now available is a broad, new line of Universal 100% Diesel-electric generating sets from 2,000 watts up to 36 kw. There are both air-cooled and water-cooled series, AC and DC with manual or automatic controls — a size and type for every fishing boat!

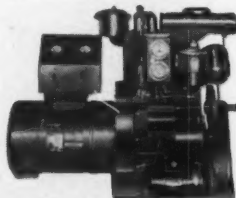
Universal 100% Diesel-electric generating sets offer absolute dependability and safety to provide all the electricity you need for all shipboard operations. All are built in the famous Universal tradition of the sea.

Universal true-marine gasoline-powered electric generating sets are built in both air and water-cooled models from 250 to 25,000 watts. Whether you want gasoline or Diesel, Universal has exactly the model you need for maximum economy and lifetime service. See your Universal dealer today, or write for literature and prices.



10 kw. Universal takes little space, is dependable. Others to 36 kw.

Universal 2,000 watt air-cooled, 1-cylinder Diesel-Electric Plant. Extremely compact; low cost to operate.



Universal Motor Co.

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THE WORLD'S LARGEST BUILDER OF 100% MARINE MOTORS

Universal Motor Company
436 Universal Drive
Oshkosh, Wisconsin
Gentlemen:

Send me complete literature on Universal () gasoline () Diesel-powered electric generating sets in watt sizes.

Name

Address

City

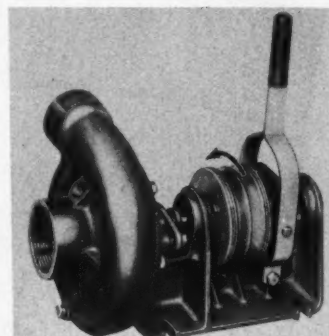
State

(Continued from page 44)

which will lift water 20' without the necessity of filling the suction line with the fluid pumped.

The principal and unusual feature is the adaptation to a pump of the heavy-duty clutch over the impeller shaft. This design has been recommended for use as a washing, coolant, flushing, de-watering, or agitating pump.

Engagement of the clutch permits immediate flow of a great volume of fluid. Disengagement of the clutch eliminates the necessity of stopping and starting the main drive motor when the use of the pump is no longer required.



Marine Products clutch driven pump.

Super-Ice, New Packaged Refrigerant

An amazing new post-war packaged refrigerant, called Super-Ice and developed by Super-Ice, Inc., Oakland, Calif., promises to be a solution for many of the shipping problems which have been a major headache of the fishing industry in its search for new markets. With the aid of Super-Ice, live lobsters for the first time now are being shipped in commercial quantities from New York and Boston to a California restaurateur.

The base of Super-Ice is a special wood fibre, treated with chemicals and packaged dry. For greater utility, the light-weight wood fibre is packed in bags, in several different sizes. To make the package an active refrigerant, the whole bag is then dipped in clean water for two minutes, drained for two minutes and placed in refrigeration at 10° to 15° F., until completely frozen. The wood fibre used has three effects: (1) it retards the thawing out period, (2) it holds excess water in suspension which eliminates all wet and soggy packages, (3) it maintains humidity without running water.

The clean, dry bricks can be handled with bare hands. They give off no water, gas or fumes and cannot over-freeze. A small amount of excess moisture can be had by using packages that have been drained for a lesser length of time.

Much colder than natural ice and an active refrigerant for a much longer period, Super-Ice also weighs less. For example, 5 lbs. of Super-Ice replace 7 to 10 lbs. of wet ice. Probably the most unique feature of Super-Ice is the fact that the bricks can be used over and over again.

Shepherd Produces Giant Plastic Floats

New giant durable plastic floats specially designed for lobster and crab fishing are being manufactured by J. H. Shepherd Son & Co., Elyria, Ohio. Recommended for a depth of approximately 200', they are produced in various lengths, from 5' x 9', and increasing in 3' multiples up to 5' x 24' or almost any other length desired.

These floats are said to have unusually long life, to permit no water absorption, and to require no drying time. The manufacturer also claims that they are unaffected by salt or fresh-water and that their smooth surfaces discourage marine growth. Available in green, white or red colors, the floats also may be lacquered for individual identification.

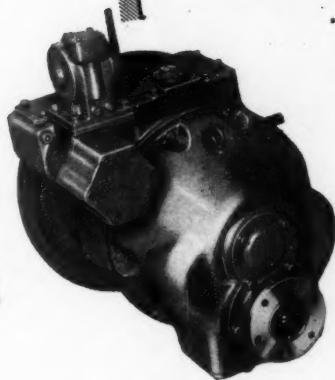


The new Shepherd giant plastic float.

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1. because it has a minimum of wearing parts . . . less up-keep, and is easily serviced.
2. because gearing is straddle-mounted . . . assures good alignment.



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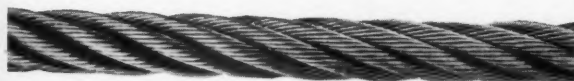
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The bethanized "armor" keeps salt water and air away from the steel rope; seals the wires against their greatest enemy, rust.

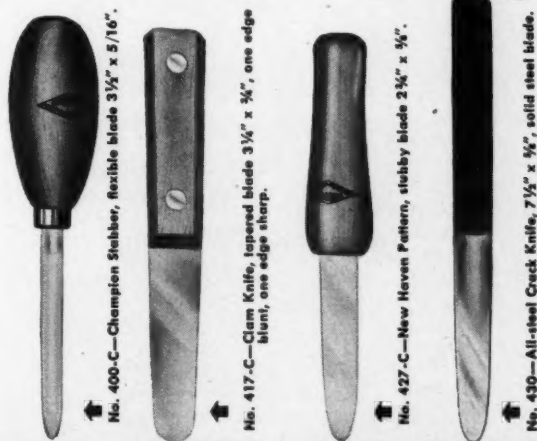


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Fish Hooks



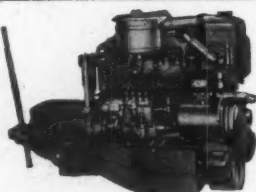
The best fishing equipment is useless without strong, dependable hooks. Sharp points and barbs, specially hardened steel that can hold a heavy fish and finish that can take a beating... these make PFLUEGER dependable Fish Hooks the favorites with fishermen who want the best.

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Akron, Ohio

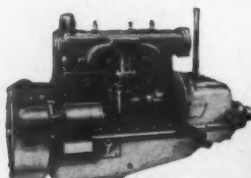
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25-45 hp., 4 cyl., 3 1/2 in. x 4 1/2 in., 186 cu. in., 1000-2000 rpm.

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20-40 hp., 4 cyl., 3 1/4 in. x 4 in., 133 cu. in., 1000-3000 rpm.

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58-90 hp.

6 cyl., 4 in. x 4 1/4 in., 320 cu. in., 1500-3000 rpm.

7 Gasoline Models: 7 hp. to 140 hp.—3 Spark Diesel Types: 42 hp. to 140 hp. — 1 Full Diesel: 65 hp.

RED WING MOTOR CO., RED WING, MINNESOTA

Somers Elected to Head Willard Sales

Willard Storage Battery Co., Cleveland, Ohio, has elected Frank R. Somers to the newly created office of vice president in charge of sales.

Somers joined Willard in 1916 in the Company's credit department. He was named assistant credit manager in 1918, and credit manager two years later. In 1931, he was appointed district sales manager in Atlanta and in 1938 he became Cleveland District sales manager. He was named manager of replacement sales in 1944 and last year was made director of merchandising.



Frank R. Somers

American Rope Calendar

A beautiful marine painting executed by Charles Robert Patterson illustrates the 1949 calendar being distributed by American Manufacturing Co., Noble and West Sts., Brooklyn 22, N. Y. The picture is entitled "Full and By", and depicts two wind-jammers sailing close-hauled on a wind but with the sails remaining full.

The two vessels shown are the American ship *St. David*, 1536 tons, built at Bath, Maine in 1877, originally owned by Benjamin Flint of New York; and the British ship *Kirkcudbrightshire*, 1482 tons, built at Greenock, Scotland for T. Law and Co. of Glasgow, first commanded by Captain Andrew Baxter, who made a number of fast passages in her and later with the *Ross-Shire*.

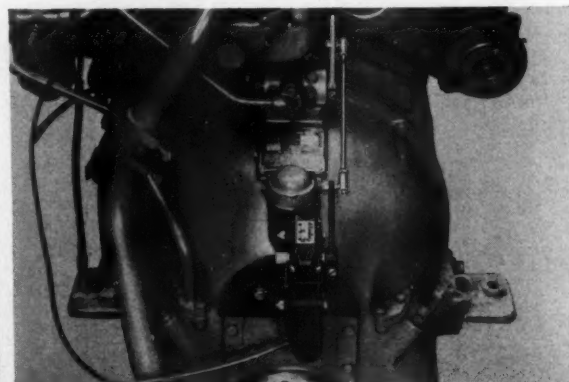
The *St. David* was later purchased by California Shipping Co. and used in the Pacific. The last eight years of her life were spent as a barge and on October 31, 1919 her career was terminated by stranding near Yakutat Bay, Alaska.

Sperry Products Remote Control Kits

Sperry Products, Inc., Danbury, Conn., now has complete kits for convenient mounting of Sperry Type F hydraulic remote controls on both the throttle and hydraulic clutch of General Motors Series 71 Diesel marine engines. The Type HE02 kit fits General Motors twin-six Diesel marine engines, right or left hand. The Type HE03 kit fits General Motors three, four, and six-cylinder Diesel marine engines, right or left hand.

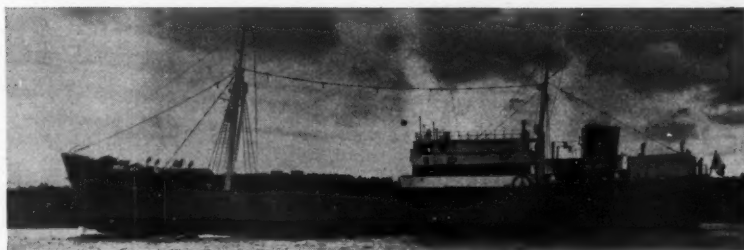
Developing up to 400 lbs. torque on the pressure stroke and 175 lbs. on the return stroke, the Type F, single-line Sperry hydraulic control system is mounted easily with a line as long as 100' separating the transmitter and receiver units. Intermediate control stations on deck, flying bridge, or in the engine room can be provided with accessory intermediate transmitters.

Bulletin 2902, describing the mounting kits, is available from the manufacturer.



Sperry Type F hydraulic remote control unit on a G. M. Diesel.

A WORLD WIDE REPUTATION for fine TRAWLERS



BATH IRON WORKS Corporation—Bath, Maine

New Jersey Opens Shellfishing Areas

Removal of the shellfishing ban in an area of over one square mile at the outer end of Sandy Hook Bay was announced November 1 by the New Jersey Commissioner of Health. The condemnation orders were amended after an extensive resurvey of shellfish areas last August by the State Department of Health's Bureau of Food and Drugs.

A second area reopened for shellfishing purposes consists of that portion of the Shrewsbury River between the Highlands railroad bridge and a point 500' north of the Sea Bright bridge.

The Commissioner said that a careful watch would be kept upon the shellfish waters of the State, and that he would make such changes in condemned areas as might be indicated by the results of future sanitary surveys.

Romano Has New Fishing Skiff

A 30' x 10' fishing skiff, the *Tony Mae*, was launched in North Wildwood recently for Tony Romano of Sea Isle City. The craft will replace the smaller skiff formerly used by Romano, and can haul a much larger cargo and withstand rougher weather. She is equipped with a 130 hp. marine engine.

Industry to Be Represented on New Council

The commercial fishing industry will have two representatives on the new Fish and Game Council set up under a recent act of the New Jersey Legislature. Originally no provision was made for members of the industry to be on the Council, but as a result of protests the bill was amended to include a set-up which will consist of six sportsmen, three farmers and the commercial fishery representatives.

Connecticut Starfish Survey

During the latter part of October and early November the second semi-annual survey of the distribution and occurrence of starfish on Connecticut oyster grounds was conducted by the Milford Fish and Wildlife Service Laboratory. The State boat *Shellfish*, operated by Capt. Joseph Luachor, was used, and the area surveyed extended from Morris Cove and Merwin Point at New Haven to Penfield Reef, west of Bridgeport.

The results of the survey indicate that although there were some minor changes, the distribution of starfish remains practically the same as that found last Spring. However, the number of starfish collected was slightly larger than that of last Spring. Only 3% of the starfish were less than 2" in size, which shows that last Summer's set was generally very light and has not contributed significantly to the population.

The report of the Laboratory emphasized that the presence of starfish in the Charles Island-Stratford Point section should continue to be of concern to all oyster growers. The Laboratory said that these starfish are spreading steadily in easterly and westerly directions invading the cultivated beds of the Milford and Stratford areas. Invasion of the Point No Point-Penfield Reef area also has been taking place during the past two or three years.



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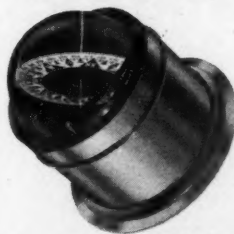
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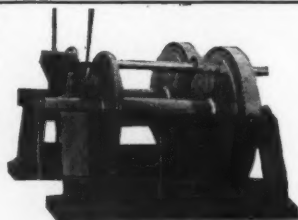
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Vineyard Bailings

By J. C. Allen

The first month of Winter is at hand as we write up this log, with the wind in the South, grass as green as mid-Summer and flowers in bloom all around. A curious circumstance, but perhaps no more curious than the whole of the month of November has been. There are men, plenty of them, who groan for a return of the "good old days," which is natural enough, perhaps, but during the past month we have the feeling that we have witnessed a return of various circumstances which characterized those same "good old days." Certainly we know cussed well we never saw anything like it and we are no Spring squab.

Not significant, perhaps, and yet conforming to the cycles which the Weather Bureau talks about, was the gale, early in the month. Four straight days of northeast wind and rain, and when we say wind, we mean wind. It hit seventy knots at times, and possibly even more, and in the lulls it blew hard enough to take the hair off a dog—the kind of a northeaster that the oldest of the old-timers talked about.

But no cold weather followed. That was the only thing that didn't work out according to tradition. No, it continued warm, and it is still warm, although, and this is no joke, the temperature could drop clean below Zebra within a couple of hours and very well may do it.

Large Mackerel Show Up

But it made a long season for some varieties of fish and fishing, the sort of season that the old-timers talked about. For when the bluefish and frigate mackerel left, the mackerel returned, and as we whangle out this report, with the month virtually gone, the largest kind of mackerel are chasing schools of bait and breaking water among the boats moored in the harbors. In other days, as all hands know, men would be out there, with their chum and jigs, loading up with these fish.

Bay Scallop Good

This year is the biggest bay scallop season in close to a century, with the shellfish showing up in every damp spot. As of this week in which we are writing, we have gathered a list of four different prices per gallon paid for scallops within an area of a few miles, all based upon the size of the eyes, which always has been the system. We also observe that some buyers who always have been active have kept to hell out of certain areas because there has been too much kicking in the past. Now that scallops are plentiful, there is no need of their going there, and thus competition in buying has been whittled down. So the sea-skimmers howl because they think that all men should get the same price for their scallops.

We can't see how it could be expected, but we don't see any percentage in gouging the fishermen either. It results in closing beds, and prolonging the season with a consequent risk of a loss if a freeze-up should come. Bay scallops are a luxury food, which no one is obliged to have, and if the price went to ten bucks a quart nobody would suffer.

Hookers Take Groundfish

Fishing, as a whole, was at a low ebb all through the month. Weather, and apparent shifting of the schools affected all areas from South Shoals to Block Island. The going was poor. Yet hookers took some groundfish on the ledges in every damp spot where the drags couldn't work. Damned odd!

We hear no talk of trouble among the eelers this year. Eels have been most plentiful in the majority of the salt ponds, but there has been an ungodly mess of small ones. It is as though the fry of 50 years had all collected at once, running about the size of a lobster pot warp. Oh, they have taken some good stock, enough to make a paying season, but succeeding years should be far better if you can judge by appearances.

If anything comes from this move for an International treaty affecting otter trawling, maybe a lot of men will have to learn how to carry on shore fishing as it used to be done. And just maybe, they will live longer, and happier, and have just as much money.

New Brunswick Report

By C. A. Dixon

What was described as one of the best displays of canned and processed fish ever seen in Canada was a feature of the fourth annual meeting of the New Brunswick Fish Canners and Assemblers Association, held at Fredericton, N. B. November 18 and 19 with a large attendance of fish cannery, processors, and Federal and Provincial officials. A sizable amount of canned fish of various kinds was on display, as well as some 25 varieties of fresh and frozen fish products.

There was a debate on the lobster fishing seasons in New Brunswick, and a memorandum was drawn up for presentation to the Department of Fisheries at Ottawa concerning the movement of lobsters from open season areas to closed areas for the purpose of canning. The meeting took the stand that the practice of moving live lobsters from an open area for the purpose of canning them in sealed cans is discriminatory to cannery in the districts from which the lobsters are taken. Unfair competition was charged in that cannery operate only during the closed season while those with lobster pound licenses are able to can fresh lobsters seven or eight months out of the year.

Dr. A. M. A. McLean of Black's Harbor, managing-director of the sardine cannery of Connors Bros., Ltd. and the Association's retiring president, spoke at the meeting as did H. W. Welch of Deer Island, the newly elected president. Hon. J. A. Doucet, Minister of Industry and Reconstruction in the New Brunswick Government, presided.

He spoke at a dinner tendered the Association by the Provincial Government, and urged the production of a superior product by cannery, processors, and assemblers. The Minister announced that the New Brunswick Government is working on plans to introduce refrigeration methods designed to increase the consumption of fish.

Officers elected for the ensuing year besides Mr. Welch were as follows: Fred Magee, Port Elgin, honorary president; Alonzo St. Pierre, Chatham, vice-president; and F. M. McLeod, Port Elgin, secretary-treasurer.

Pollock Taken During November

Pollock, which generally leave the Passamaquoddy Bay area in October, were caught in satisfactory quantities the entire month of November as a result of mild weather. While not many boat crews were engaged in the work, landings for the most part were so satisfactory that the fishermen made good incomes.

Slack-salted pollock in commercial quantities brought high prices—from \$18 to \$20 a quintal or more, the former price being paid for wholesale lots and the latter paid for smaller quantities used for local consumption.

Sardine Factories Still Active

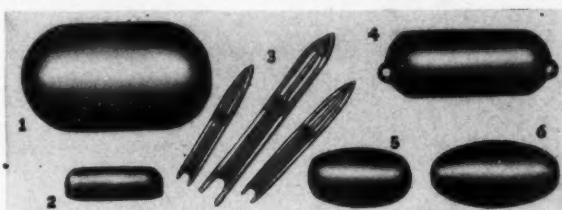
Contrary to predictions earlier in the Fall that the Eastern Maine sardine factories would close early, fish were being packed as usual as November faded from the picture. The Canadian sardine plants also were operating steadily, and according to report, will continue to do so all Winter if fish are made available. The sole drawback in evidence was the inadequate production at the weirs; only comparatively small quantities were being caught at Deer Island and Campobello, but there were enough fish to keep the canneries operating part time.

Sardine herring are disappearing from the St. Andrews Bay and Cobscook areas, and fishing is spotty all along the line. The price of \$25 a hogshead which has been paid consistently throughout the year remains firm, but prices for herring scales have increased.

Additions to Charlotte County Fleet

Two of the latest new boats turned out for the Charlotte County fleet are the craft built for Edward Lord of Lord's Cove by Heber Richardson of Richardson, Deer Island; and that constructed for Edward Tewksbury and Vernon Rogerson, keepers of the Conley lobster pound at Northern Harbor, Deer Island. The last named vessel is said to be one of the speediest power-boats in the fleet, and was built by Lynden Tewksbury & Son of Leonardville, Deer Island.

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1. Giant Float, 5' x 9", 5' x 15", 5' x 24" or longer. Tube 7/8"
2. Eyelet Deep Water Gill Net Float, 1 3/4" x 4 3/4"
3. Flexso Needles made in nine sizes.
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6. Diver Net Float, 3" x 6", Tube 9/16"

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Commercial Fishing Boats

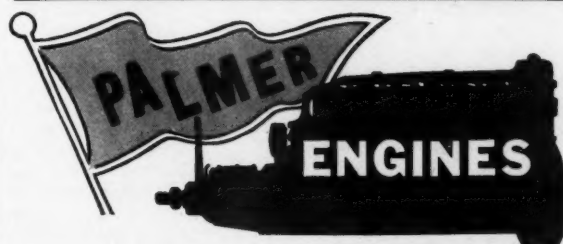
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Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

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Northhill Co., Inc., Los Angeles 45, Calif.

BATTERIES, STORAGE

- "Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
*Surrette Storage Battery Co., Salem, Mass.
*Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

- *Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES

- Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGE

- Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

- *Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

CORDAGE MANUFACTURERS

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
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*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

DEPTH FINDERS

- Aero-Marine Radio Laboratory, Stonington, Conn.
*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
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DIESEL AUXILIARY SETS

- Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.
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ELECTRIC MOTORS

- The Imperial Electric Co., Akron, Ohio.

ELECTROLYSIS ELIMINATION

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ENGINE CONTROLS

- *Sperry Products, Inc., Hoboken 1, N. J.

ENGINE MANUFACTURERS

Diesel Engines

- *Atlas Imperial Diesel Engine Co., Oakland, Calif.
*The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
The Lathrop Engine Co., Mystic, Conn.
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*Nordberg Mfg. Co., Milwaukee, Wis.

- *The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
R. H. Sheppard Co., Inc., 30 Middle St., Hanover, Pa.
*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Gasoline Engines

- *Atlas Imperial Diesel Engine Co., Oakland, Calif.
Chrysler Corp., 12211 East Jefferson, Detroit, Mich.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
The Lathrop Engine Co., Mystic, Conn.
*Nordberg Mfg. Co., Milwaukee, Wis.
Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.
*The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.
*Red Wing Motor Co., Red Wing, Minn.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

ENGINE DEALERS

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Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.
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Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.
*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.
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EXHAUST SILENCERS

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- *Westerbeke Fishing Gear Co., Inc. 279 Northern Ave., Boston, Mass.

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- Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

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- *Fargo Mfg. Co., Inc., 937 Main St., Poughkeepsie, N. Y.

FLOATS

- New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
*J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FUEL GAUGES

- The Liquidometer Corp., Marine Division, Skillman Ave. at 37th St., Long Island City, N. Y.

GENERATORS

- The Imperial Electric Co., Akron, Ohio.

HOISTS

- Ideal Windlass Co., South Attleboro, Mass.

HOOFS, FISH

- *Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
O. Mustad & Son, Oslo, Norway.
*"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE BREAKERS

- Gifford-Wood, Hudson, N. Y.
Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

LORAN

- Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

NETS AND NETTING

- *W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
Brownell & Co., Inc., Moodus, Conn.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
Moodus Net & Twine, Moodus, Conn.
New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
*A. M. Starr Net Co., East Hampton, Conn.

OIL FILTERS

- Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.
Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif.

OILS

- Eso Standard Oil Co., 26 Broadway, New York 4, N. Y.
*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

OYSTER KNIVES, TONGS

- *Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

- "Cuprolignum": Robert S. Chase, 195 Marlborough St., Boston 16, Mass.
Megary & Co., 16 E. Lexington St., Baltimore 2, Md.
The Teckkote Co., 821 W. Manchester Ave., Inglewood, Calif.
Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

PAINTS

- *Amercoat Division, P.O. Box, 3428, Terminal Annex, Los Angeles 54, Calif.
International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.
Tarr & Wonsom, Ltd., Gloucester, Mass.

PROPELLERS

- *Columbian Bronze Corp., Freeport, N. Y.
*Federal Propellers, Grand Rapids, Mich.
*Hyde Windlass Co., Bath, Me.
Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

- *The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

- *The Edson Corp., 49 D St., South Boston, Mass.
*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

RADIO DIRECTION FINDERS

- Aero-Marine Radio Laboratory, Stonington, Conn.
Bludworth Marine, 100 Gold St., New York 7, N. Y.
Fisher Research Laboratory, Inc., Palo Alto, Calif.
Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
*Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
*Submarine Signal Co., 160 State St., Boston, Mass.

RADIO RECEIVERS

- National Company, 61 Sherman St., Malden, Mass.

RADIO TELEPHONES

- Aero-Marine Radio Laboratory, Stonington, Conn.
 Fisher Research Laboratory, Inc., Palo Alto, Calif.
 Harvey-Wells Electronics, Inc., Southbridge, Mass.
 Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
 *Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.
 Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
 Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
 *Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

RANGES

- "Shipmate": Stamford Foundry Co., Stamford, Conn.
 Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

REFRIGERATION

- Baker Ice Machine Co., Inc., South Windham, Me.

REVERSE AND REDUCTION GEARS

- *Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
 *Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS

- *Beacon Falls Rubber Footwear, Beacon Falls, Conn.

RUBBER CLOTHING

- *Beacon Falls Rubber Footwear, Beacon Falls, Conn.
 J. F. Carter Co., Beverly, Mass.
 *Hodgman Rubber Co., Framingham, Mass.
 H. M. Sawyer & Son Co., East Cambridge, Mass.

SEAM COMPOUNDS

- *Standard Dry Wall Products, Box X, New Eagle, Pa.

SHIPBUILDERS, BOATYARDS

- Avondale Marine Ways, Inc., Westwego, La.
 *Bath Iron Works, Bath, Me.
 *Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
 Bristol Yacht Building Co., South Bristol, Maine.
 Camden Shipbuilding & Marine Railway Co., Camden, Me.
 *Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
 Diesel Engine Sales Co., Inc. St. Augustine, Fla.
 Electric Boat Co., Groton, Conn.
 *Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
 Luders Marine Construction Co., Stamford, Conn.
 Newbert & Wallace, Thomaston, Maine.
 *Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
 Webber's Cove Boat Yard, East Blue Hill, Me.

STEERING GEAR

- *The Edson Corp., 49-51 D St., South Boston, Mass.
 Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

- *"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
 *Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

- Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.
 *Hathaway Machinery Co., New Bedford, Mass.
 New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WHISTLES

- Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WIRE ROPE

- *Bethlehem Steel Co., Bethlehem, Pa.
 John A. Roebbling's Sons Co., Trenton 2, N. J.
 *Wickwire Spencer Steel Division, Palmer, Mass.

Fish Lines

Long before Columbus discovered America, the Basques were aware of the prolific codfish banks off the coast of Newfoundland. The Basques, a hardy seafaring people who lived in the mountain region of northern Spain and southern France, record the story of repeated claims of "great schools" of codfish migrating toward northwestern waters. These sage people had many tales to tell, but the most consistent was eventually confirmed by the early settlers who found cod fishing along the eastern shores a highly lucrative business.

Trawling History

As far back as 1376 there were complaints in England about the sea fisheries which were carried out in the Thames Estuary. Evidently fishing was well established long before that.

It is claimed that the Dutch brought the trawling system to Great Britain through William of Orange who established the first trawling industry at Brixham. Be that correct or not, it would seem that Dutch beam trawlers were working in the Thames Estuary during the 14th century before the British themselves had any idea of the method.

At any rate, the British soon adopted the system and by 1882 steam trawlers were sailing out of Aberdeen and Grimsby and slowly replacing the sailing vessels in the North Sea.

Then about 1894, some ingenious skipper decided to apply the principle of kite-flying to his trawl. Why should not water-kites drag open his net, instead of the cumbersome beam pole which so badly limited the spread of his trawl to 50'? Eventually, the new gear was developed and, with little real change, is still our net today, half a century later.

Whale Meat

One adult whale can furnish as much edible meat as a herd of 125 cattle.

First Canning

Shrimp was first canned successfully for commercial use in 1867 when a floating cannery was operated in the waters around Grand Terre Island, Louisiana.

The world's first salmon canning factory was established in Cork, Ireland, about 1850. For ten years, salmon were canned whole in individual form-fitting tin cans.

Herring's Contribution

The herring leads all fish in the number of products which it contributes to industry. They are sold for consumption as fresh, smoked, salted and canned products and are rendered for oil and fish meal. The scales are used in the manufacture of artificial pearls. The chemist also has found the herring of value.

Biggest Menhaden

The largest menhaden ever taken, according to fishing statistics, was caught by a Beaufort, N. C. boat in 1945 off Cape Hatteras. It was five years old, measured 20' in length, weighed 3½ lbs.

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Classified Advertising

Rates: \$1.00 per line, \$4.00 minimum charge. Count 10 words to a line. Closing date, 25th of month preceding date of issue.

MARINE BARGAINS

DRAGGERS: Item I.R.A., 64' o.a. x 17' x 10', built 1948, 225 hp. Hendy Diesel, Model HMR 2, with 2:1 red. gear. Ices 60,000 lbs., designed for deep-sea fishing, 10 knots, Hathaway gear. Completely equipped, now in commission, all like new, fuel 2,400 gals., water 300 gals., price \$57,500. Item B.D.L., 73' o.a. x 17.3' x 9' draft, built in Maine 1946, ices 80,000 lbs., now scalloping. Fairbanks-Morse engine, Model 35 F, 8-3/4, 6 cyl., 180 hp., Hathaway gear, full equipment, fuel 2,500 gals., water 450 gals., galleys both sides. This vessel has stocked better than \$100,000 each year. Now in commission, price \$58,000. Item L.C.D.M., 51' o.a. x 13' x 5.5', 24 gr. tons, built in Maine 1924, ices 20,000 lbs., Superior Diesel Model M A R 6 with 3:1 red. gear, 110 hp., full equipment for dragging, now in commission, price \$4,500—and many others ranging from 40' to 125', wood and steel. Sardine smack: 50' x 14'6" x 5', built 1926, rebuilt 1947, new 85 hp. Chrysler Diesel engine installed 1947, all costing over \$7,000. Full equipment, chartered season 1947, price \$7,500. Capacity 850 bushels herring. We have listings covering all types of fishing and commercial vessels. Write us as to your requirements. Knox Marine Exchange, Camden, Me.

DIESEL ENGINES FOR SALE

OFFERS WANTED on two Buda Diesel engines, rated 125 hp., 6 cyl., 5 1/4 x 7, 909 cu. in. displ., one 2 1/2:1 and one 3:1 red. gear. In running order when removed from sardine carriers for 1948 replacement. Inspectable General Seafoods Shipyard, Rockland, Me. Eldredge-McInnis, Inc., 131 State St., Boston 9, Mass. Tel. Hubbard 2-2910.

OYSTER DREDGE FOR SALE

Oyster dredge *Flying Dolphin*, length 57', beam 18'7", draft 5'5", 30 tons, May, 1948 registered No. 24926, 3:1 reduction gear. Priced right. W. H. Mason, Master, Hopewell, Va. Phone 4924 after 6:00 P.M., or 845, W. L. Broadus, during day.

DRAGGER FOR SALE

Dragger fully rigged, now fishing, 52' long, 15'3" beam by 6 1/2', powered by 115 hp. Caterpillar Diesel. Built in 1945 by the Davis Boat Yard at McKinley, Me. For further information write Box 32, Atlantic Fisherman, Goffstown, N. H.

DRAGGER FOR SALE

Heavy New England built dragger, 75' x 19' x 6 1/2', with 2-year-old 135 hp. Caterpillar D17000. Hathaway winch, Fathometer Jr. and nets. Fully rigged, excellent condition. Now fishing in Gulf of Mexico. Owner leaving business. Price—\$24,000. Write Box 29, Atlantic Fisherman, Goffstown, N. H.

TRAWLER FOR SALE

For sale, trawler, fully rigged, now fishing, 63' long, 18' beam, powered with Caterpillar Diesel. Built in 1947. Reply P.O. Box 571, Fernandina, Fla.

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DRAGGER "LINDY" FOR SALE

Dragger *Lindy*, 50' x 15' x 6', D13000 Caterpillar, ship-to-shore radio, 25 watt, 2 sets doors, 6 nets, 2 sets dredges, dory, pilot house aft. Now scalloping. Price—\$17,000. George D. Olson, E. Washington St., Toms River, N. J.

SARDINE CARRIER FOR SALE

SARDINE CARRIER: 74.5' x 17.4' x 7.2', 49 gross, 15 net tons, 1200 bushel capacity. Now working Maine waters. Could be converted to fisherman or freighter, about 1,500 cu. ft. capacity. Drydocked and checked stem to stern 1948 and new 150 hp., 8 cyl., 3:1 red. gear Buda Diesel installed. Other repairs and improvements recently. Long leaf unbled yellow pine planked on seasoned oak frame. Price reasonable. Eldredge-McInnis, Inc., 131 State St., Boston 9, Mass. Tel. Hubbard 2-2910.

BOATS FOR SALE

Fishing or commercial vessels of every type. "A boat to suit your requirements."

Boat of the month: Eastern type dragger, 50' x 14' x 5', powered by Mack Diesel, 125 hp., 3:1 reduction, installed new 1946. Just completely overhauled. Capacity 20,000 lbs. iced fish. Fathometer, radiotelephone, direction finder. Fully equipped with fishing gear. Now fishing. Inspection by appointment. Price \$14,000.

Edwin B. Athearn, Marine Broker, Woods Hole, Mass. Tel. Falmouth 1715.

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